Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,187 號柒十捌百壹千叁萬壹第 日捌十月伍年六十二緒光 HONGKONG, THURSDAY, JUNE 14TH, 1900. 肆拜禮 號肆拾月陸年百九千壹英港香 PRICE $2½ PER MONTH.

New Advertisements will be found on page 4.

Arrivals, Departures and other Shipping Intelligence will be found on pages 6 and 7.

A FINE OLD BRANDY.

WATSON'S B BRANDY

IS ONE OF HENNESSY'S SOUNDEST PRODUCTS AND AT $21 PER CASE IS THE BEST VALUE IN THE HONGKONG MARKET.

A. S. WATSON & CO., LIMITED,

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841. [a1632

NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month by month. It is of Superb Quality and of CUTLER, PALMER & CO.'S SELECTION.
Sole Agents for it—
LANE, CRAWFORD & CO.
41] Hongkong.

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong for over half a century.
Apply to G. C. ANDERSON,
41 Hongkong, 13, Praya Central

CUTLER, PALMER & CO.'S

PRICE $10.75 PER DOZEN NET

"SPECIAL BLEND" WHISKY

Blend of Selected Distillations of the Finest Scotch Whiskies

Apply to
SIEMSSEN & CO. Hongkong. [42

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.

This World-renowned, Fine OLD HIGHLAND WHISKIES is shipped by CUTLER, PALMER & CO., and is obtainable in Hongkong of
G. C. ANDERSON,
No. 13, Praya Central.
Hongkong, 26th July, 1897. [43

VICTORIA
CYCLE
EMPORIUM.

THE pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLE" CYCLES, and we also supply fitting of every description. Bargains can be had in second hand Machines. Repairs executed with promptitude and skill. Enamelling a speciality.
McKIRDY & CO.,
43 & 43A, QUEEN'S ROAD EAST.
Hongkong, 3rd November, 1899. [a2461

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.30 a.m. ...Every quarter of an hour
8.30 a.m. to 9.30 a.m. ...Every ten minutes.
9.30 a.m. to 10.45 a.m. ...Every quarter of an hour
11.30 a.m. to 3.30 p.m. ...Every quarter of an hour
3.30 p.m. to 6.30 p.m. ...Every quarter of an hour
6.30 p.m. to 8.00 p.m. ...Every ten minutes
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.

SATURDAYS.
Extra Night cars at 11.30 and 11.45 p.m.

SUNDAYS.
8.15 a.m. to 10.15 a.m. ...Every half hour
10.30 a.m. to 11.00 a.m. ...Every ten minutes
Noon to 2 p.m. ...Every quarter of an hour
2.45 p.m. to 8 p.m. ...Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m., and from 9.45 p.m. to 11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st May 1899. [a1033

HOTEL.

VICTORIA HOTEL.
SHAMEEN—CANTON.

THIS FIRST CLASS HOTEL having been thoroughly renovated, and a new specially built 3 Storey wing added to it, now affords splendid Accommodation for 40 to 50 Visitors.
The Bed Rooms are airy and comfortably furnished and the Dining and Sitting Rooms are spacious and replete with every convenience for Tourists.
Excellent CUISINE and best Wines.
The Hotel's Boat boards all Steamers on their arrival and departure.
Telegraph address "VICTORIA, Canton"
A. B. C. and Al Codes used.
MADAR & FARMER, Proprietors. T. F. DA CRUZ., Manager.
Hongkong, 16th November, 1899. [44

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,
$22.50 PER DOZ.
Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, $16.75 per doz.
Less old than the above.

THE ELITE OF WHISKY:—
THE "PAIL MAIL,"
$20 PER DOZ.
11 Years old; the finest quality shipped.
Each bottles bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL BLEND WHISKY,
$10.75 PER DOZ.
Very soft, palatable, and mature.

C. P. & Co.'s INVALIDS' PORT,
$20 PER DOZ.
This fine Wine is old, soft, and of grand flavour
See analysis and certificate by Professor Cassall.

DOURO PORT,
$14.25 PER DOZ.
A fine, full, and fruity wine.

AMOROSO SHERRY,
$20 PER DOZ.

LA TORRE SHERRY,
$16.75 PER DOZ.
A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—
D.O.M.,
$39.75 PER DOZ.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICES.

AGENTS—SIEMSSEN & CO., HONGKONG.

OLD SCOTCH WHISKY. $15.00 per doz.

CLUB WHISKY. $12.00 per doz.

TEACHER'S HIGHLAND CREAM. $13.00 per doz.

THE FINEST WHISKIES AT THE PRICE ON THE MARKET.

SOLE AGENTS—
H. PRICE & CO.,
12, QUEEN'S ROAD.
36a

PHOTOGRAPHIC

PLATES, PAPERS AND CHEMICALS.
EASTMANS KODAK'S, FILMS AND ACCESSORIES.
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & Co.,
17A, QUEEN'S ROAD, HONGKONG. 390

LISTERINE.

THE STANDARD ANTISEPTIC.

LISTERINE is a non-toxic, non-irritating and non-escharotic antiseptic, composed of ozoniferous essences, vegetable antiseptics, and benzo-boracic acid.

LISTERINE diluted with water or glycerine speedily relieves certain fermentative forms of indigestion.

LISTERINE is indispensable for the preservation of the teeth, and for maintaining the mucous membrane of the mouth in a healthy condition.

LISTERINE, employed in the sick-room by means of a spray, or saturated cloths hung about, is actively ozonifying and rapidly oxidizing in its effects upon organic matter afloat in the atmosphere.

WATKINS, LIMITED. [112a

BISMARCK & CO.,
27 & 28A, PRAYA CENTRAL.

ENGLISH ADMIRALTY COAL. ELECTRIC FAN SETS AND MOTORS. DRY AND WET BATTERIES. ALL COLOURS OF BUNTING. GERMAN CIGARS. IMPERIAL AND LAGER BEER.
Fresh Water Supply at Shortest Notice. Terms Moderate. [1215

BOL'S
OLDEST AND FINEST
GENEVA GIN.

IN CASES OF 1 DOZEN STONE BOTTLES.
THE BEST GIN FOR COCKTAILS.
SOLE AGENTS—
CALDBECK, MACGREGOR & Co.,
WINE & SPIRIT MERCHANTS.
15, Queen's Road, Hongkong. Telephone No. 75. [34a

SUMMER REQUISITES.
COTTAM & CO.
Have a Full Stock of
BATHING DRESSES, BATH GOWNS, BATH TOWELS, SUMMER UNDERWEAR, &c., &c. 35a

---

MANILA CIGARS.
ALWAYS ON HAND THE BEST MARKS
FROM
"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES.
J. M. DE ZUNIGA,
Entrance: ICE HOUSE STREET (Victoria Hotel)

LANE, CRAWFORD & CO.

WINES & SPIRITS
OF THE BEST QUALITY ONLY.

CHAMPAGNES—AYALA, ROUSSILLON, SPARKLING "DRY ROYAL" SAUMUR.
BURGUNDIES—CHAMBERTIN, POMMARD, CHABLIS, &c., CHIANTI, CAPRI.
HOCKS—HOCKHEIMER, LAUBENHEIMER.
SHERRIES—CONDE DE TERRES CABRERA.
PORT—"RED SEAL."
WHISKIES—NAPIER JOHNSTONE'S, BUCHANAN'S, COCKBURN'S.
BRANDIES—HENNESSEY'S AND EXSHAW'S.
GINS—"LONDON DRY," BOARD'S OLD TOM AND PLYMOUTH.
LIQUEURS—ALL KINDS AND BEST QUALITY.
BRITISH WINES—GINGER WINE AND BRANDY.
FOSTER'S ALES AND STOUTS, &c., &c., &c. 32a

EVERYTHING KNOWN IN MUSIC.

THE
ROBINSON PIANO CO., LD.,
MANUFACTURERS. [1447

KELLY & WALSH, LD.

NEW BOOKS BY THE LAST MAIL.

Kyshe's Colonial and American Attorneys-General	$ 6.00
The Statesman's Year Book, 1900	6.50
Laird Clowes' Naval Pocket Book, 1900	3.00
How to Deal with your Banker, by H. Warren	2.25
Life of John Ruskin, by W. G. Collingwood	2.00
Hector Macdonald, the Private who became a General, by T. F. G. Coates, with Portrait	1.25
The Paris Salon, 1900	2.00
Sir Herbert Maxwell's Life of Wellington—The Restoration of the Martial Power of Great Britain. Maps, Plans, &c., 2 vols.	19.00
The Metallurgy of Lead and Silver, by H. F. Collins, Part 2—Silver. Numerous Illustrations	9.50
Anima Vilis, a Tale of the Great Siberian Steppe, by M. Rodziewicz	1.50
Three Men on the Bummel (Sequel to "Three Men in a Boat"), by Jerome K. Jerome. Illustrations by Raven Hill	1.50
The Command of the Sea and the Brain of the Navy, by Spenser Wilkinson	1.50
THINGS CHINESE, by J. DYER BALL, 3rd Edition, Revised and Enlarged	26.00
The Natal Campaign, by Bennett Burleigh, with Illustrations and Map	$1.50
The Relief of Ladysmith, by J. B. Atkins, with Maps, Plans and Illustrations	1.50
Besieged by the Boers, a Diary of Life and Events in Kimberley during the Siege, by E. O. Ashe (Surgeon to the Kimberley Hospital	1.50
With Roberts to the Transvaal, Edited by Commander C. N. Robinson	70
Lord Roberts's Campaign and Its Consequences, by Jean de Bloch	35
The Siege of Ladysmith. Described in 64 Pictures from the Only Complete Set of Photos taken during the Siege, by a Resident Photographer	75
The True History of the Boer War, Part 2—The Official Despatches	35
A Set of 6 Maps of the Country between Bloemfontein and Pretoria, Published by the Intelligence Department. Scale. Price Complete	7.50
The Transvaal from Within, by Fitzpatrick	2.00
Bacon's War Map—Showing Country Around Pretoria. Scale 1 Inch to 3.94 Miles	1.50

[30

THE VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER. SODA WATER.
LEMONADE. GINGER ALE.
SARSAPARILLA. RASPBERRYADE.
TONIC WATER. LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. 33a

---

MITSU BISHI DOCKYARD AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.
A.1, A.B.C., Scotts' and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI.)

Extreme Length	523 feet.
Length on Blocks	513 "
Width of Entrance on Top	89 "
Width of Entrance on Bottom	77 "
Water on Blocks at Spring Tide	26½ "

DOCK No. 2 (at MUKAIJIMA.)

Extreme Length	371 feet.
Length on Blocks	350 "
Width of Entrance on Top	66 "
Width of Entrance on Bottom	53 "
Water on Blocks at Spring Tide	22 "

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING of SHIPS.
The COMPANY has a POWERFUL SALVAGE PLANT READY at SHORT NOTICE. [1619

GREEN ISLAND CEMENT COMPANY,

PORTLAND CEMENT.

$4.50 per Cask of 375 lbs. net ex Factory.
$2.80 per Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 8th June, 1900. [a1696

NOTICE OF FIRM

NOTICE.

I HAVE This Day commenced Practice as an ARCHITECT, ENGINEER, and SURVEYOR in 18, Bank Buildings.
EDWARD OSBORN,
A.R.I.B.A.
Hongkong, 11th June, 1900. 1715

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE.

A SPECIAL GENERAL MEETING of the Members will be held on MONDAY, the 18th June, 1900, at 3 o'CLOCK, P.M., at the Chamber Rooms, City Hall, to NOMINATE a MEMBER of the Chamber to take the place of the Hon. HERBERT SMITH in the Legislative Council during the absence on leave from the Colony of the Hon T. H. WHITEHEAD.
By Order.
R. CHATTERTON WILCOX,
Secretary.
Hongkong, 12th June, 1900. [1722

NOTICE.

A SPECIAL MEETING of Her Majesty's Justices of the Peace will be held at the Magistracy at 2.15 P.M. on WEDNESDAY, the 20th day of June, A.D. 1900, for the purpose of considering an application from one NOWROSJEE BHICAJEE MOOLLA for the transfer of his Publican's licence to sell and retail intoxicating liquors on the premises situate at House No. 30, Bulkeley Street, under the sign of "The Hung Hom Hotel," to one CAWASJEE HORMASJEE SANGA.
F. A. HAZELAND,
Acting Police Magistrate.
Magistracy,
Hongkong, 9th June, 1900. [1738

INSURANCE.

THE STANDARD LIFE ASSURANCE CO.

POLICIES UNCHALLENGEABLE.
Policies are unchallengeable after two years duration, on any ground connected with the original documents, if age has been proved.
Forms of Proposal and all particulars may be obtained from
DODWELL & CO. LIMITED,
Agents.
Hongkong, 9th November, 1899. [2—a1384

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.
Elegantly Furnished Reading, Music, and Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout.
Wines and Groceries imported specially from Europe and America.
Electric Lighting in the Billiard Rooms.
Wines, &c., cooled by Refrigerator.
All Hotel Linen washed on the premises by Machinery.
Bedroom Accommodation—132 rooms.
Fire Extinguishing Mains on every floor
CHARGES MODERATE.
[44

THE
PEAK HOTEL.

City Office: 7, Duddell Street. [1028

HOTEL CRAIGIEBURN.

CENTRALLY situated at Plunket's Gap, The Peak, 1,500 feet above sea level and 500 yards from Tram Terminus.
For Terms, &c., apply to the
Tel. 56. MANAGER.
Hongkong, 2nd April, 1900. [1029

THE WAVERLEY HOTEL.
ICE HOUSE STREET, HONGKONG.
A
FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly Spacious Rooms.
Very MODERATE TERMS to FAMILIES, by the DAY, WEEK, or MONTH.
SINGLE ROOMS from $4 a day, inclusive of BOARD and ATTENDANCE. [45

THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bedrooms, elegantly furnished.
The Hotel is situated near all the Banks and Principal Offices in the Colony.
Special Attention paid to the Comfort of Guests.
Cuisine excellent; under Experienced Management.
Terms Moderate.
A. FONSECA,
Manager.
Honkong, 1st December, 1899. [46

HING KEE HOTEL.
(ESTABLISHED 1873)
MACAO.

THIS First class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the season the front. Comfortable and well furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "HINGKEE" [1750

"BOA VISTA" HOTEL
MACAO.

THE only FIRST CLASS HOTEL in the Colony. Moderate terms by the day or month. European Management.
MACAO is distant 40 miles West of Hongkong and the journey is made each day (Sundays excepted) by the Magnificent Saloon Steamer "HEUNGSHAN" in 3 hours, leaving Hongkong at 2 P.M., and Macao at 8 A.M.
Connection made by Company's Steamer to and from Canton.
TOURISTS should not miss the chance of visiting this famous old City.
For Terms, apply
J. H. CHESNEY.
Manager.
Telegraphic Address, "Boavista." [1024

INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.

AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR

A. S. WATSON & CO.,
LIMITED.

OUR

AERATED WATER FACTORY

Has been recently greatly enlarged and refitted with the best English Machinery, embodying the latest improvements in the trade.

THE PUREST INGREDIENTS only are used, and the utmost care and cleanliness exercised in the manufacture throughout.

THE WATER USED is specially filtered and proved by repeated analyses to be absolutely pure.

FOR COAST PORTS Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received back in good order.

Orders through Local Post or by Telegram receive prompt attention.

Counterfoil Order Books supplied on application.

Registered Telegraphic Address:
"DISPENSARY, HONGKONG."

A. S. WATSON & CO., LIMITED,
AERATED WATER MANUFACTURERS.

ESTABLISHED A.D. 1841. [29

NOTICE TO CORRESPONDENTS.

ONLY *communications relating to the news columns should be addressed to* THE EDITOR.

Correspondents must forward their names and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS *should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.*

Telegraphic Address "PRESS." A.B.C. *Code.*
P.O. Box. 33. Telephone No. 12.

The Daily Press.

HONGKONG, June 14th, 1900.

THE community owe another debt of gratitude to H.E. the ACTING GOVERNOR for inducing Captain SCOTT and Captain LIMPUS to lecture publicly on "The Mountings of the Naval Guns and their subsequent use with the Ladysmith Relief Force." Nor by doing so has Major-General GASCOIGNE performed only a pleasing social function, for in the lecture given last night the two gallant Naval Officers have made a most valuable addition to that literature that will compose the history of the war and its lessons to the nation. "The Handy Man" is a name that will adhere to the sailor henceforth, and in Captain SCOTT we have the term exemplified. He is the "handy man," as was repeatedly instanced in the modest accounts given last evening. No doubt, with the ability that Captain SCOTT possessed as a gunnery officer, the invention of a gun carriage at such a critical moment may have seemed to him, as he tries to explain that it really was, a very simple affair. He describes the carriage as merely "a log of wood to form a trail, mounted on "an axletree with a pair of ordinary Cape "waggon wheels," and yet without that invention Ladysmith would have fallen and the Tugela never been forced. Lord ROBERTS also has expressed his indebtedness to the naval guns. It is well here to quote Captain SCOTT's own words. "On "Wednesday, the 25th October, General "White, in Ladysmith, finding that he had "no Artillery capable of keeping the Boer "siege guns in check, wired to know if it "were possible for the Navy to send him "some long-range 4.7 Guns. The Admiral "asked me if I could design a mounting for "a 4.7 and get two finished by the following "afternoon. It was rather a rush, but they "were ready by 5 p.m., put on board the "*Powerful* and she started with them, and "four 12-prs for Durban. Immediately "on arrival Captain Lambton with great "promptitude took the guns to Ladysmith. "He arrived in the nick of time, and his "Brigade played a most important part in "the defence of Ladysmith. 48 hours after "his arrival the door was closed, and the "garrison remained beleaguered for 119 days. Such a performance was magnificent. Mr. H. W. WILSON, the well-known authority on Naval matters, in his interesting article on "Naval Brigades in War," says: "Captain PERCY SCOTT is a man whose name is now familar to all, as the man who set to work to construct field carriages for a number of heavy naval guns. He knew the weakness of our land forces in artillery; he alone seems to have foreseen the part which heavy guns would play in the war; he supplied the palpable want, doing just the same work that PEEL did in the old mutiny days." Therefore the nation owes a big debt of gratitude to Captain SCOTT, and his part in the Natal campaign will never be forgotten. In addition to the guns Captain SCOTT also appears to have been responsible for giving to beleagured Kimberley and Ladysmith communication with the outside world. It was he who fixed the searchlight on the railway cars which enabled messages to be exchanged between the besieged cities and the relieving forces. Then we next find Captain SCOTT as commandant of Durban, the city at which all the forces of the relieving column landed—the base really of the Natal force, and as administrator he seems to have been as useful and successful as in the rôle of gunnery inventor. The task of administrator of a large city of Durban was not a light responsibility, threatened as the city was by depredatory bands of Boers, full to overflowing with indigent refugees and many spies and suspects. But so well did he accomplish the task that he received on leaving the hearty thanks of General BULLER, the Governor of Natal, and the Town Council of Durban. Surely then if anyone merited the name of "the handy man" it would be the brilliant naval officer who lectured last evening.

To Captain LIMPUS was left the task of testing in actual warfare the mobility of the mounted naval guns, and right well did they bear the test. Alone and unaided it is obvious that the artillery of the Army could never have accomplished what was done by means of the naval guns. The naval weapons were heavier but evidently were more mobile, in spite of their rough and ready mountings. With the aid of drag ropes, and there were sometimes over two hundred men on to one gun, the sailors seemed to have dragged their guns anywhere they selected, in spite of boulders and mimosa bushes, and other local articles cheering to the soul of the transport officer. One lesson from this is obvious, and that is that the British artillery would do well to have a waggon behind their guns containing a plentiful supply of good drag ropes, so that in tight places our infantry regiments might be requisitioned for hauling.

Here also it may be noticed from the unvarnished story told by Captain LIMPUS that in the first fight at Tugela, where Colonel LONG lost his guns, by that small disaster he saved an army from annihilation, for had the British army gone on straight into the trap prepared by the Boers nothing could have saved it from total destruction. The Boers after all were somewhat too previous in opening fire.

Captain LIMPUS is undoubtedly a most observant officer and seems to have thoroughly mastered the whole of the situation. To him and his men likewise the nation owes a large debt, and the success of the last effort of General BULLER was considerably due to the way in which the *Terribles* pounded the Boer trenches, so that their riflemen dared not show a head without a fair chance of losing it. The accuracy of the naval fire at long range suggests another important lesson from the campaign, namely, the use of the telescope. By the aid of their telescopic sights the sailors were enabled to fire not only with great accuracy but were able to prolong their fire until the British soldiers attacking were right up to within a short distance of the Boer trenches, and could take them with the bayonet. The telescopes of the Naval Brigade proved extremely useful; so much so that the Commander-in-Chief relied upon them for accurate observation, and it is pleasing to know that as a consequence General BULLER procured all the telescopes he possibly could.

There are other important lessons of a technical nature to be learned from the lecture, and we have no doubt the valuable experiences and work of both officers will be appreciated by those for whom they are intended. Neither officer indulged in any criticism of the campaign or of those facts which came within their experience. That has been left to the War Correspondent. The blunders of the Natal campaign were many and the Boers apparently relied rightly for success on some of our generals. The stubbornness of General BULLER was admirable—it carried him through. Certainly at times, in the Spionkop affair for instance, he experienced very hard luck. His latest success—the out-flanking of Laings Nek and Majuba—is a tribute to his able generalship. On reading the details of the Natal campaign and the part played in it by Captain SCOTT, one regrets that the "handy man" was not even more in evidence, or that some of our leaders possessed the same amount of brains.

UP to the time of writing there has been an absolute cessation of news from Peking since 2 o'clock on Sunday afternoon, and all information alike, official as well as unofficial, is wanting. In the circumstances it is impossible to repress feelings of anxiety until we learn the safe arrival at the capital of the marines whom yesterday we heard of as having reached Lofa, some twenty-five miles from Peking. The British Legation, indeed, with its guard of seventy-five marines, may be in little danger, and no alarm was to be noted in Sir CLAUDE MACDONALD'S last despatch (as far as we know) to Shanghai. At least four days, however, have elapsed since then, and as the loyalty of the Imperial troops was more than doubtful in the event of their being commanded to act against the Boxers, it is impossible to guess what may have happened since Sunday. Many untrustworthy rumours have originated in Tientsin, but they have obtained no credence in official circles. Until telegraphic communication with Peking is restored it is impossible for Sir CLAUDE MACDONALD even to make a request for troops to the Foreign Office, who would communicate it to the Colonial Office, who would in turn send orders to Hongkong. As far as preparations go, if an urgent order were sent, our force, composed as already been stated, could, we believe we are right in saying, start to-night or at least to-morrow morning. It may of course be that no military aid will be required, but it is sincerely to be hoped that if there is any doubt in the matter a chance will be given to our garrison. The moral effect of demonstrating our ability to put troops on the required spot would more than compensate for the expense, even if there were no absolute necessity for the move. How much of Russia's enormous influence at Peking recently is due to the proximity of large bodies of troops to the seat of Chinese empire it would be difficult to say. But the present is undoubtedly the time when a lasting impression must be made, and Great Britain has long arrears to make up.

Since the above was written our Special Correspondent telegraphed the news which appears in another column, showing the situation at Peking to be even more serious than it appeared before.

The English Mail of the 12th May was delivered in London on the 9th inst.

During the 24 hours preceding noon yesterday there were fourteen fresh cases of plague and ten deaths.

H.M.S. *Terrible* will leave Hongkong for the North at a very early date, in all probability before the end of the week.

The meeting of the *Terrible* Committee which we announced in yesterday's issue will take place in the Chamber of Commerce Room at 5 p.m. to-day.

Mr. H. A. C. Bonar, H. B. M.'s Consul at Yokohama, has left for Europe *viâ* Siberia. The new U.S. Consul-General at the port is to be Mr. E. C. Bellows, of Washington.

The whole of the German Squadron in Chinese waters is now at Taku, except the gun-boat *Jaguar*, which is on the Yangtze, and the cruiser *Irene*, which is acting as guard-ship at Tsingtao.

The Eastern Extension, and Great Northern Telegraph Companies informed us yesterday that they had received the following from the International Telegraph Office at Berne:—"On account of the interruption of the Chinese lines between Tientsin and Peking, telegrams for the latter place by either of the Joint Companies' cables can only be accepted at senders' risk. During the present crisis the Shanghai, Nagasaki and Vladivostock offices will remain open all night for the transmission of telegrams on Government service."

Shanghai papers announce the arrival on the 7th inst. by the *Laos* of Detective Grant, of the Hongkong Police, having in his custody Fritz Max Ulbricht, late Secretary of the German Club in Shanghai, for whose arrest for embezzlement a warrant was issued some weeks ago. The prisoner was lodged in the Central Police Station and in the forenoon was brought up at the German Consulate, before the Consul-General, Dr. Schnitzler, when the charge was formally read to him. In the afternoon, Ulbricht was brought before the Vice-Consul, Dr. Ackermann, and his statement was taken *in camerâ*, also particulars as to witnesses he wished to have called, etc. The date of the trial proper is not yet fixed.

The plague continues at Osaka. From April 12, when it made its first appearance thereabouts, the beginning of June, there were 31 cases, only one of the victims being expected to recover.

It is alleged on seemingly good authority, the *Japan Mail* says, that Marquis Yamagata has resigned, and that the Japanese Emperor asked first Marquis Ito and afterwards Count Matsukata to form a Cabinet, but both statesmen declined. There remains, therefore, no course except a consultation of the elder statesmen in the presence of the Sovereign.

Telegraphic news from a native source received in Shanghai last week stated that on the 6th instant a skirmish occurred outside the native city, Tientsin, between a party of supposed Boxers and a combined force of Russian, French, and Japanese marines, resulting in the defeat of the former, who left some twenty odd men dead on the field.

The public mind (native) up north is, according to a Tientsin correspondent quoted elsewhere, "almost inconceivably excited. No rubbish is too preposterous for belief—the Boxers need fly, they can spit fire, even the most sober-minded, sensible Chinese are persuaded that they are immune to steel and lead. The infatuation is running to craziness." The reaction will, of course, he continues, come soon, and Messieurs the Boxers will be discredited as much as they are now exalted. It is the excitement which is the real source of danger in Peking. The mob might, by one act of indiscretion, be led into causes which would end in disaster, especially as the soldiery is a doubtful quantity.

The land revenue of Federated Malaya in 1899 was $730,447 against $636,927 in 1898. The increase in Perak was over $39,000; in Selangor about $18,250; and in Pahang $20,423. The little States forming the Negri Sembilan increased their actual land revenue from $103,368 to $123,793, being an increase of $20,425. Towards the actual increase, land revenue, exclusive of licenses, contributed $19,651, while both land and mining rents show a substantial increase. Every land office in these States shows an increase, the most remarkable being that of Jelebu, which exceeded its former year's revenue by 87 per cent.; or, if the revenue from licenses be eliminated from the return of both years, the increase is 126 per cent.—*Straits Times.*

Despatches received from Tientsin, says the *N.-C. Daily News*, state that Brigadier-General Yang, who was ambushed and murdered by Boxers at Laishui near Paotingfu recently, while *en route* to investigate a case of reported murder of Christians at Kaoli, is to be "cashiered for disobedience of orders, in that he had been ordered 'to investigate' and not to come to blows with the mob." This was the same officer whom the *Daily News* correspondent at Tientsin eulogised as a "fine old soldier." By rights Brigadier-General Yang's family should have been compensated by a grant of money and posthumous honours for him for having died doing his duty, but for the fact that he had "disobeyed orders." That the Boxers are secretly favoured by the powers that be in Peking has been again and again insisted upon, and what clearer proof can there be of this than this censure of Brigadier Yang?

Speaking of the threatening attitude taken up by the United States toward Turkey in the matter of the refusal of the Porte to hand over the indemnity due on account of the Armenian massacres, the *Times* Odessa correspondent writes:—From the standpoint of party strife this threat of a naval demonstration against the Porte comes as an exceedingly cunning stroke from the side of Mr. McKinley. Such a step should raise the prestige of the States and at the same time the prestige of Mr. McKinley's own policy, which has, forsooth, already led the country up to a point from whence she finds it unnecessary to hesitate to threaten even a European Power, whilst at the same time it serves at once as an argument and as a justification for the country's continually-increasing expenditure. Should the Republican party, which is endeavouring to lure the United States into the hazards of international politics, get the upper hand at the coming elections, the European Powers in combination will have to deal with a new and extremely powerful factor in the Far East; but from all appearances it is bent on forcing itself into prominence in Europe too, as the Porte incident, over which the curtain has not yet fallen, very strikingly shows.

At the Magistracy yesterday, before Mr. Hazeland, Chung Kau Kau and Wong Man Kai were charged with unlawfully and by fraudulent means bringing four girls from Pakhoi into this colony for the purpose of emigration. Three of the girls are 19 years of age and the fourth 13. One of them said she was a married woman. She was fishing for crabs in her own country when the first defendant came up to her and asked her to go on board a steamer with him. She refused to go, whereupon he struck her and forced her on board. The second defendant was not there at the time. The boat brought her to Hongkong. The other girls gave somewhat similar evidence.—Detective Watchman 11 said that at about four o'clock that morning he saw the defendants and the two girls in Bonham Strand making straight for the Canton Wharf. He asked the first defendant where he was taking the women to. The man ran away but he caught him. The second defendant said one of the women was his wife.—The first defendant admitted having bought the girls and that he was taking them to Canton.—His Worship said the practice of bringing young girls from Pakhoi and other places had become very common and must be put down. The first defendant would be sent to prison for 12 months and the second, whose case was not so serious, for two months.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN THE NORTH.

SHANGHAI, 13th June, 9.55 p.m.

JAPANESE OFFICIAL KILLED BY TROOPS AT PEKING—GUNS TRAINED ON BRITISH LEGATION.

Tientsin to-day (Wednesday) reports that the Chancellor of the Japanese Legation was killed by the Chinese troops on Monday while trying to pass the gates. The Chinese are entrenching outside the walls. Guns are trained on the American Mission and the British Legation.

2,000 U. S. TROOPS DEMANDED—RUSSIANS READY.

The American Minister has demanded from his Government 2,000 troops. 1,500 Russians are ready at Tientsin.

BRITISH ADVANCE DELAYED BY LACK OF FOOD.

Admiral Seymour's column is badly provisioned, and this makes the advance on Peking difficult.

THE WAR.

London, 12th June, 4.55 p.m.

TURNING LAINGS NEK.

General Hildyard has forced the passage of Almonds Nek, the last defile to Charlestown, the Second Dorsets carrying the position at the point of the bayonet. General Buller hopes that the casualties are below 100.

CAPTURE OF 1,500 BOERS AT FICKSBURG.

It is unofficially reported that 1,500 Boers surrendered to General Brabant at Ficksburg.

RELEASE OF BRITISH PRISONERS AT PRETORIA.

3,650 officers and men, prisoners at Pretoria, have been released. The Boers succeeded in removing 900.

MINISTERIAL CRISIS AT THE CAPE.

There is a ministerial crisis at the Cape over the treatment of rebels. Mr. Schreiner has tendered his resignation.

REUTER'S SERVICE.

LONDON, 11th June.

THE WAR.—GENERAL BULLER'S ADVANCE.

General Buller's force, which is camped close to the Transvaal-Orange boundary, was opposed after a march of eight miles; the enemy, however, retreated when the heavy ordnance came into action. The Boers are making another stand on a ridge ahead at Gansvlei.

LONDON, 11th June.

THE ROODEVAL DISASTER.

It is officially stated that at the fighting at Roodeval, on the 7th inst., 17 of the Derbyshires were killed, 76 wounded, and the remainder taken prisoners. The killed included Col. Band Douglas and Lieut. Horley, and the wounded Col. Wilkinson and four other officers. There is no explanation of the reverse. An official despatch also says that General Methuen, with the bulk of his division, was fighting early on the 8th inst., 10 miles south of Hellbron. The despatches leave everything unexplained.

JAPAN AND COREA.

The Corean correspondent of the *Nagasaki Press*, writing on the 20th ult. of the recent judicial murder in Seoul, concludes with the following remarks:—

What will the Japanese Government do? That is one of the political consequences which no one can foretell. Minister Hayashi, one of the brightest men Japan has had here, on hearing the news immediately demanded an audience with the Emperor. This was refused him. He then sent a vigorous letter of protest to the Foreign Minister and there is no doubt that the wires between Seoul and Tokyo have been kept busily at work since yesterday.

It is notorious that Corea inaugurated the war between Japan and China, and the first ostensible act of that great tragedy was the assassination by a minion of the Corean Emperor of Kim Ok-Kiun in Shanghai. It is possible that again this fatal nation is about to deluge the Far East in blood? It is notorious that the relations between Japan and a certain Power are strained to breaking point. It is also notorious that the faction in Corea which has done An and Kwong to death is in favour of that certain Power.

Just at this time also a company of Japanese infantry have arrived to relieve part of the troops in the Japanese garrison in Seoul. The relieving purpose has been given up, so that so far they really constitute a reinforcement to the Seoul garrison. Japan knows just what step to take in this emergency and is prepared to take it.

LATEST STEAMER MOVEMENTS.

The M. M. steamer *Sydney*, with the next French Mail, left Saigon on the 13th inst. at 1 p.m. for this port.

The C. & O. steamer *Thyra* left Yokohama on the 13th inst. for Kobe, Moji and Hongkong.

THE OPENING OF NANNING.

AN ENDEAVOUR TO BE MADE BY THE "SANDPIPER."

H. M. gunboat *Sandpiper* left Wuchow yesterday and proceeded up the West River toward Nanning. She carried on board Consul Little from Samshui. After this welcome news it is to be hoped that the opening of Nanning to trade will speedily follow."

THE CRISIS IN THE NORTH.

A Tientsin correspondent of the *N.-C. Daily News* writes on the 2nd inst. of the reception of the marines and the entraining for Peking. They have all been received with effusion, if not with acclamation, he says, and were played to their quarters by the Town Band. The Germans have yet to come, and further numbers of Russians, French, Japanese and finally British are expected. The *Barfleur* with the Rear Admiral arrived to-day from Wei-hai-wei. Our men are mostly *Orlandos* and *Algerines*, and include a few of that rarest of British visitors in North China, midshipmen. There was the usual attempt at bluff on the part of the Chinese to prevent them entraining, but when it was known they would go with or without permission, the opposition collapsed. It was given out that parties of thirty would not be objected to. Of course there was no counting, and the "thirty" ran anywhere between fifty and seventy. We hear to-day the men got comfortably up and marched into the city without incident. The British Legation, by far the most commodious, can take one hundred men at a pinch—fortunately the first secretary's house is unoccupied and some of the students have recently vacated their rooms, so there are more quarters than usual.

The opposition to landing is, of course, chiefly "bluff," but it is also largely due to that bane of Chinese Official life—fear of responsibility. Each man fears to incur censure and refers the simplest matter to the man above him in endless series. The impatient foreigner naturally debits the delay to policy. It is here that people in Tientsin miss Li Hung-chang. Whatever his faults, the old Viceroy did not fear to act, and did not have recourse to the petty worry of delay and chicane. A few of the larger-headed Chinese say the old man has been sent deliberately to the centre of the coming storm; that he has cautiously and unostentatiously disposed his troops over the best strategic centres in the Two Kwang, and is fairly well ready to nip the big imminent Southern rebellion in the bud. Well-informed Cantonese here say there has been a large migration of women and children to Singapore, and a large transfer of real property into personal, with a view to coming troubles.

The correspondent goes on to say that "incendiarism is very rife in Tientsin just now. Fires are the order of the day, and there is some warranty for thinking them due to some organisation. Last night the Chartered Bank was again attempted—the second time in ten days, and but for prompt measures would have been destroyed. The adjacent building part of which is used for servants' quarters of the Bank was completely wrecked."

BRITISH VALOUR.

A WAR-CORRESPONDENT'S OPINION.

I have not known precisely how to rate British valour.

I have seen that it is the first of its kind. I have had many opportunities to judge it. It has shown itself in every engagement we have had with the Boers, sometimes too brilliantly to be entrusted to English for description, often successfully, always tellingly.

But what does it make for, how does it count in war? Remember that the Boer has never shown a trace of that quality, and yet he has made many a good battle, and we account him a good fighting man.

If we analyse the fighting qualities of the Briton and the Boer we find that the Briton is always ready to rush upon death, while the Boer as religiously avoids risking his life more than the greatest caution leaves necessary. Shall we, then, say that valour is accompanied by the unnecessary slaughter of those who possess it? It has often seemed so. Grant this, admit that many an Englishman now lying under the surface of the veldt would have "lived to fight another day" had he been less brave, what is there left to say for valour—pure, unreasoning, dashing valour?

ONE OF THE ELEMENTS.

I know that the men who possess it will read this with impatience. They do not admit that the value of this quality is discussable. They belong to a race which has always enjoyed and valued it, and they despise those who have missed it, just as they despise those who boast of it—for they are so certain of it among themselves that they never allude to it except in praise of an enemy. But we must speak of it in discussing this war because it has been one of the two most important elements in the earlier part of the conflict on the British side. Those two were the bad generalship of incompetent commanders and the extraordinary courage by which their men have either veiled or glorified their general's mistakes.

We must discuss it as we discuss the consequences of equipping an army with long-range magazine rifles, or with lyddite shells, or with smokeless powder. The proper rating of valour in battle is surely as well worth looking into as the worth of these other equipments. I have suggested that the Britton regards valour as a regulation accompaniment, like his body or his weapons. I think I can say how the Boer, who has never known the feeling of it, found himself regarding the quality after five months of fighting on this western side of the continent.

THE BOER IS A HUNTER.

He is a hunter rather than a warrior. His game is to lie in hiding and kill whatever comes in front of him—and to run the moment his own kins is threatened.

At Belmont and Graspan he discovered that whereas deer either lie or run away the British ran at him. Therefore he ceased to hide behind rocks and took a campaign of surprises, traps, and ambushes. He dug trenches below the surface and hid in the grass, concentrating such numbers that either the first volley or his continuous volleys would hold back even the extraordinary value which disregarded the death of many so long as life maintained itself in a few. At Belmont and Graspan he was surprised and jolted out of his lairs by this valour, but, with his accustomed fox-like cunning, he thereafter counted upon this quality in his foes, and made it serve his deadly purpose by leading his victims into his pitfalls.

I saw this long ago, and it was when I first saw it that I began to ask myself, in cold blood, what is its value in war? We are not speaking of plain courage—but of this extraordinary kind of degree that our troops display. Of course, one cannot do without courage—at least, only the Boer can, and he can do so only because he inhabits a country made to suit him—or which has made him to suit it; a country in which there is a natural fortress for every square mile. The German has a reliable, staying, dogged courage. The Frenchmen has a brilliant courage at the call of a leader he trusts. The Turk was my ideal of a soldier up to last year, because he unites with the German sort of courage a belief that to be killed in battle is to earn harem in heaven and a seat in a first-class carriage on the way. Compare any of these fashions in courage with the utter absence of it in the Greek, and we see by the record of the Turco-Greek contest that courage is an essential in war.

SPLENDID, BUT COSTLY.

But British valour is a different thing. It often seems a rushing into, and a defiance of, certain death. It reeks nothing, avoids nothing, considers nothing. It imbues an entire regiment, brigade, army—driving on commander, colonel, captain, corporal, and private all alike. It has won all round the globe. It succeeds very often. It sometimes takes the place of strategy, it discounts enormous odds against itself; at times it upsets failure at the last moment, transforming it to success. It must, therefore, be of great value; but in judging of that we must take into account the cost of it—and its cost in human lives is very great indeed.

These have been my thoughts for months. This has been puzzling me. I have not solved the question of the difference between its cost and its profits, as any merchant would insist upon doing before he would either make or deal in it. I have come to the conclusion that I would not go into a war without it, but that may be because I am Anglo-Saxon—and prejudiced. Therefore, I am going to leave the discussion of its actual value to others; not to military men, of course, because they all persist in thinking it a fine possession beyond all question.

To illustrate that I will quote the words of a military attaché, sent here by a nation which loves England none too well.

"I always thought the Turk was the finest soldier in the world," said he; "but—leaving out your cavalry, which have not done so well—I shall always say that there is no other army to compare with the British. For courage, dash, staying power, discipline, and all that makes for success with an army there is no other like it."

IN THE LAST CORNER.

"I'll tell you how you must consider it," said a British officer; "you must note what it brings in its train. You must observe how cool in danger are the men who possess it. You must observe how modestly they bear their own share of it and how prone they are to praise it in their comrades. And when you consider it practically—as a commercial man would—you must remember that the Boer gets along without it only because he fights on the defensive—and a defensive policy never yet won a war. If he had valour he would have done us infinite damage. And, sooner or later, when he is driven back to his last corner, he must show valour or he must lose the game."

JULIAN RALPH.

CRIMINAL STATISTICS.

Mr. Troup's introduction to the Criminal Statistics for 1898 is only just out; but it was worth waiting for. He has made the figures interesting, and guarded us all against false conclusions. Sometimes it is said that figures lie. They do not lie (that is, if they are accurately compiled); but they tell their truths within such rigidly defined limits that they are apt to become traps for loose interpreters. They are oracles which need skilled readers. Mr. Troup shows how apparent increase of crime is due to the multiplication of new and comparatively trivial statutory offences; and so enables us to correct the comparison with former times as to show a considerable diminution in what is commonly understood by crime. Crime so considered reached its maximum in the sixties, and from 1883 there has been a steady decline. Forgery and coining have decreased at the greatest pace. The only classes which show an increase are crimes against morals, and the miscellaneous class. In the former the increase is mainly due to the new offences created by the Criminal Law Amendment Act 1885, and in the latter partly to that cause and partly to the increase of charges of attempting to commit suicide.

Suicide has increased pretty steadily since 1858. Mr. Troup, dividing the interval into periods of five years, finds that the average proportion of suicides to every 100,000 of the population has gone up from over six-and-a-half to more than nine per cent. The gradation is shown in this table.

1858.—6.55.	
1863.—6.71.	1883.—7.30.
1868.—7.04.	1888.—8.10.
1873.—6.33.	1893.—8.63.
1878.—6.83.	1898.—9.17.

Mr. Troup notes that with regard to crime generally there is good reason to believe that relatively to the number of crimes committed the number of persons committing crimes is smaller, and that since the reduction of sentences the incorrigible criminals commit a greater number of crimes. The police are more vigilant; but against this may be set a greater disinclination to prosecute.

New Zealand's offer of a brick of solid gold to Sir George White recalls an incident some years ago during the visit of a distinguished personage, whose name need not now be mentioned. The visitor was invited to go down one of the principal gold mines, was offered a pick, and requested to do a little formal gold mining. He was given the hint that a little piece of paper lying on the mullock-bank marked a spot which would be a desirable one to pick at, so he let go. Out fell a handsome nugget, weighing nearly 150 ounces, and valued at about £500. The simple colonial directors thought that the nugget would be brought to Europe, and replicas of it made which would be shown everywhere. But they were mistaken. The finder sent it to the first gold-buyers he came across, and had it turned into sovereigns!

Sore Throat
"You cannot do better than gargle with 'Condy's Fluid.'"
Sir Morell Mackenzie, M.D.
(The Eminent Throat Specialist)
Gargle with CONDY'S FLUID
CONDY & MITCHELL, London, England, are the only Makers.
"CONDY'S FLUID" can be purchased of all Chemists and Stores. Beware of imitations.
1112—1

THE NAVAL GUNS WITH THE LADYSMITH RELIEF COLUMN.

Last night, under the auspices of the Odd Volumes Society, Captain Percy Scott, R.N., C.B., and Captain A. H. Limpus, R.N., delivered their lecture on the "Mountings of the Naval Guns and their subsequent use with the Ladysmith Relief Column" before a large and appreciative audience at the Theatre Royal, City Hall. H.E. Major-General Gascoigne, C.M.G., took the chair, and introducing the lecturers said:—Ladies and Gentlemen, in introducing Captain Scott and Captain Limpus of H.M.S. *Terrible* to-night I should wish to say a few words in explanation as to how the idea of this lecture, to which we are all looking forward with keen interest, originated.

A number of Military Officers, anxious to hear accurate details of the mountings of the heavy Guns used by the Navy in South Africa, asked me to approach Captain Scott with a view to our getting information on the subject, which would not only be interesting but professionally useful to us. I accordingly asked Captain Scott if he would give us a lecture on the subject; and he most kindly consented to do so. On reflection it occurred to me that I might be doing rather a selfish thing by the general community of Hongkong if I had this lecture given in a purely private manner to a small section only. Hongkong had behaved so generously in the matter of the subscriptions to the War Fund, and has shown such a loyal and keen interest that I should be sorry to act selfishly in return. It was too much to ask Captain Scott to give more than one lecture in this climate; and so, after reflection, and after consultation with some of Hongkong's leading citizens, it was decided to place the matter in the hands of the Odd Volumes Society, Captain Scott having expressed his readiness to fall in with any of our wishes. So this was done, and the Odd Volumes Society took the matter in hand, and it was decided to give the benefit of the lecture to the general public to hold it in this Building, and to give the proceeds to the Indian Famine Fund.

Captain Percy Scott said:—Your Excellency, Ladies and Gentlemen, may I take advantage of the large gathering here to-night, in the name of the Officers and men of the *Terrible*, to thank you very much for the magnificent reception that you gave us on arrival here. May I also thank you for your presence here to-night.

With regard to the mountings of the Naval Guns, so many incorrect reports have been published that I fear you will be disappointed when I explain how very easy they were to construct; a few words and a photograph or two will make them quite clear, and Captain Limpus, who was in every battle south of Ladysmith, will explain the use to which they were put, and also give you a very good account of the final battle in which General Buller drove the Boers from their almost impregnable position on the Tugela, and so relieved Ladysmith. Before describing the mountings of the Guns used, I must point out the necessity which called for them.

On the 14th October the *Terrible* arrived at the Cape and found the Campaign commenced, the Boers already across the Frontier, the British with insufficient troops to resist them, and their base 6,000 miles from the scene of operations.

Under these circumstances it was apparent that the Boers might invest Mafeking, Kimberly and Ladysmith and then, having their base open, bring down from Pretoria long range guns against which Field Guns would be powerless.

I therefore took steps to see whether a mounting could be made which would enable the *Terrible's* long range 12 prs. to be used on shore to keep the Boer seige Guns at a respectable distance. By the 21st a mounting was made, tried, and found satisfactory. It consisted of a log of wood to form a trail, mounted on an axletree with a pair of ordinary Cape waggon wheels. On to this was placed the ship carriage, bolted down and secured in such a manner as not to interfere with it being put back on board should circumstances have required it; the necessity of this of course added to the difficulty in designing the mounting, a fact which perhaps my critics overlooked when they condemned it as clumsy.

On Wednesday, the 25th October, General White, in Ladysmith, finding that he had no Artillery capable of keeping the Boer seige Guns in check, wired to know if it were possible for the Navy to send him some long range 4.7 Guns.

The Admiral asked me if I could design a mounting for a 4.7 and get two finished by the following afternoon. It was rather a rush, but they were ready by 5 p.m., put on board the *Powerful* and she started with them, and four 12 prs. for Durban.

Immediately on arrival Captain Lambton with great promtitude took the Guns to Ladysmith. He arrived in the nick of time, and his Brigade played a most important part in the defence of Ladysmith. 48 hours after his arrival the door was closed, and the garrison remained beleaguered for 119 days. The mounting consisted of four pieces of timber, 14 feet long by 12 inches, placed in the form of a cross. On to the centre of this was placed the ordinary ship mounting bolted through to a plate underneath. The pedestal and timbers were thus all securely bolted together. Next, the Gun carriage was dropped over the spindle, and secured down by its clip plate. Subsequent experiments with a platform of this description showed that it was not even necessary to fill in round the timbers with earth; on firing, a slight jump of the platform, of course, took place, but this in itself was advantageous, as it relieved the strain.

With the whole Natal Field Force shut up in Ladysmith, the Boers rapidly coming south and Durban being absolutely unprotected, the Transvaaler's dream of hoisting the Vierkleur on the Durban Town Hall and driving the English into the sea seemed within measurable distance, and would have been accomplished had the Boers possessed a 1000th part of the courage shown by the British soldiers in attacking their impregnable trenches. There, regardless of loss of life or wounds, regardless of the difficulties to be overcome, they attacked again and again till they captured them or had to stop their onward rush owing to the Boers shielding themselves behind a white flag.

No words of mine can possibly convey to you the admiration which I and everyone who has seen these deep-cut, loophold and apparently impregnable trenches has for the men who, under a cruel and decimating fire, gallantly assaulted, and carried them at the point of the bayonet, thereby more than upholding all former traditions of the British soldiers' determination, endurance, and above all courage.

His Excellency Sir Walter Hely Hutchinson, Governor of Natal, observing the rapidity with which the Boers were coming south and knowing the unprotected state of Durban, asked the Navy to undertake the defence of the Town. The *Terrible* was sent round for that purpose, arriving on the 6th November.

On the 7th the positions were surveyed, and on the 8th the defence was placed. It consisted of, in all, 30 Guns:—Two 4.7, sixteen 12 prs. 12 cwt., two 12 prs. 8 cwt., one 9 prs., one 7 prs., two 3 prs., two Nordenfelts and four Maxims. These were disposed so as to command all the approaches to Durban, protect the Waterworks and other important positions. The Townspeople rose to a man and gave every assistance: all the local rifle associations turned out, and a corps of mounted local gentlemen undertook all the scouting. It was a great pleasure to work in loyal Natal.

The 4.7 Guns used for this defence and subsequently sent to the front were on a different pattern of mounting to those hurriedly made for Ladysmith.

A double trail was used to allow of great elevation, and iron wheels were supplied. Each wheel consisted of a plate with a bush for the axletree in the centre, round the perimeter an angle iron on each side; outside of that a tyre was shrunk on.

A few strengthening strips were put on to the plate. A heavy axletree was supplied, on to which the double trail was secured and the carriage put on to it. Telescope sights were fitted. Six Guns of this description of mounting were in use when I left: 2 with Lord Roberts, 2 with Gen. Buller and 2 with Gen. Gatacre.

They were easily travelled by a span of oxen, and were, I think, sufficiently mobile to accompany any column on the march.

By the end of November a good portion of the Ladysmith Relief Column had arrived and commenced to advance, the Naval Brigade, under Captain Jones, and Commander Limpus with two 4.7 and eighteen long 12 prs. accompanying them. The Boers, finding that they must either fight or run away did the latter, and ensconced themselves in their trenches on the North side of the Tugela.

Up to this time news from Ladysmith had been entirely conveyed by carrier pigeons, and wonderfully well they did their work. We could get messages from Ladysmith but unfortunately could not send any in.

This one sided intercourse might, I thought, be monotonous to the beleaguered people in Ladysmith. I therefore suggested to the General Officer commanding a means whereby we could get some news in. The offer was accepted. A search-light with a flashing arrangement was mounted on a railway truck, with a locomotive boiler and a dynamo attached. It went to Frere and communication with Ladysmith was at once established. The distance was about 23 miles.

Apropos of the pigeons I must mention one instance of their efficiency. General White, wishing to send a plan of the situation to General Buller, it was photographed down. Even then it was too heavy, so it was cut in four, and each piece entrusted to different birds. I presume all four birds were flown together, at any rate they arrived at my office in Durban, with only 25 minutes between the first and the last. The distance was about 170 odd miles. Ladysmith owed much to the pigeons.

Here is a photograph of one which brought the following message:—

"From General Sir George White to H.R.H. the Prince of Wales:—"The General Officer Commanding and the Garrison of Ladysmith beg to congratulate your Royal Highness on the anniversary of your birthday. A Royal salute of 21 shells will be fired at the enemy at noon in honour of the occasion.—Ladysmith 9th November, 1899."

To return to my history of the Gun mounting. While the main Army was operating in the Spion Kop direction, General Barton was active at Chieveley and wanted a 4.7 on a railway truck to shell a new position occupied by the Boers.

There was no time to make a new mounting, so we put one of the platform mountings, similar to those sent to Ladysmith, on a flat truck, secured it down with chains and cut off the ends of the transverse baulks so as to allow it to pass through the tunnels.

Owing to the amount of energy absorbed by the hydraulic cylinders and the general elasticity of the mounting very little recoil was transmitted to the truck, and consequently the Gun could be fired at right angles to the direction of the railway line.

As Gen. Barton wished to have the alternative of using this Gun off the truck if required, a little extra stability had to be given to compensate for the amount we had cut off the cross beams.

This was done by supplying a moveable beam which could be bolted on when the mounting was "in situ." This was found a great advantage, as the platforms could then be sent intact by train instead of in pieces as was the case with those that went to Ladysmith.

Three more Guns on this description of mounting were made and operated against the Boers at the final attack on Pieter's Hill.

In this final attack General Buller wanted still heavier ordnance, and wired to me, asking if I could possibly send him a 6 in. Gun. The telegram arrived on a Wednesday and the General expressed a wish to have it, if possible, by the following Monday, so there was not much time. A gun was taken out of the *Terrible*, and a design of a mounting prepared, the governing features of which were utility and a desire to comply with the General's wishes as regards time. It was finished on Sunday morning, and sent to the front. Some said that it was clumsy, others that it would fall to pieces the first round. It did not fall in pieces, but put upwards of 500 lyddite and common shell into the enemy's position, a fact which must have led them to regard it in more serious light than the view taken of it by a Member of Parliament, who referred to it as "only picturesque." A Boer prisoner, with whom I conversed, told me that they disliked this Gun very much. The mounting was so very simple that I need not describe it; the picture shows all the details.

After the occupation of Ladysmith, General Buller, anticipating going north over the Biggarsberg, asked if I could now that there was more time, supply a lighter and more mobile mounting for the 4.7 in. Gun; there was of course no difficulty in doing this. The heavy ship carriage was removed, and steel used instead of wood; a single wheel was placed in the rear between the trails to facilitate transport. When the extreme elevation of 370 was required, the rear wheel could be unshipped.

When firing with the wheel shipped a locking arrangement was provided for keeping it in a fore and aft line. It was very mobile and I believe answered well. Four of them were made and turned over to the Royal Artillery.

No Limbers were provided for any of these Guns, the 6 in. and 4.7 were travelled by a team of oxen; their ammunition coming along behind in an ordinary Cape waggon, the 12-pounders for a short travel were up the tail of the waggon which carried their ammunition. For a long travel the Gun was lifted out of its trunnions and put on to its waggon, with the ammunition, the whole not being an excessive weight for a team of oxen.

This, Ladies and Gentlemen, is all I have to say, except to thank you for your kind attention to a necessarily dry subject.

On the conclusion of Captain Scott's lecture, which was received with great applause, Captain Limpus followed and said:—

Your Excellency, Ladies and Gentlemen—Captain Scott has brought you to the point where a Naval Force of 2 4.7 guns and 18 long 12 pounders was sent to work with the Ladysmith Relief Column under the command of Capt. Jones of H.M.S. *Forte*. With regard to my account of our work on shore I simply kept, when I could, a rough diary of events as they happened. Sometimes it was written at night under an ox waggon. So I want to warn you not to expect a readable and interesting account of the operations, but just a string of extracts from that diary, and my only excuse for reading it to you here to-night is that I have been asked to give you some sort of account of what we did.

Whilst at Frere a detachment of Natal Naval Volunteers joined us, and they were a most welcome addition to the crews of our 4.7 guns.

On Tuesday, December 12th, 3.30 a.m., we moved from Frere towards Chievely with two 4.7 guns and six 12 prs. accompanied by General Barton's Fusilier Brigade (the sixth). Here General Buller selected a position on Gun Hill for our guns, and we pitched camp behind it. We now had a still better view and opportunity of observing the Boers' positions.

Wednesday 13th.—At 7 a.m. we opened fire on the Boer Colenso position, their camps and Hlangwani, till 9.30, when the tremendous heat and mirage made satisfactory shooting difficult at such long ranges as 7,000 to 11,000 yards. There was no reply. The Boers were exceedingly busy this evening, digging, moving about, hauling, etc., and repairing some of the damage done in the morning.

Thursday 14th.—Moved out to Shooter's Hill with our guns and an escort and opened fire from 8 to 11 a.m. and at odd times during the day when a good target offered. This was 2,000 yards nearer and therefore a much better place to work from. There was no reply. During the day the whole of the rest of the force moved out from Frere to Chievely, a distance of about six miles. And this evening we got our orders for the 15th, when the first big move was to take place. These orders were that six 12 prs should join Colonel Long's batteries, and act under his orders; that the two 4.7 guns with four 12prs (those of Lieuts. Richards and Wilde) should move at daylight to a place about 3,000 yards from the river, and about 300 yards west of the Railway; and Lieut. Burne's two 12prs to remain on Shooter's Hill. These guns were to do all possible harm to the Boer men and materiel, and to engage any guns that disclosed themselves, and to follow the infantry, when they had crossed the river. This left two 12prs at Frere, two at Estcourt, two at Mooi River.

December 15th.—Well, gentlemen, the morning dawned—a peaceful, still, perfect summer day—and found our guns wending their way—a long string of oxen and waggons—towards our appointed place. The rumbling of the wheels and the cries of the ox drivers alone disturbed the peace of the Veldt. As the light grew and we recognised what we had decided in our minds to be the Boer gun positions with no sign of life or movement in them, I confess to a feeling of great anxiety. Surely they would never let us take up our position unmolested? And if heavily shelled what would the oxen and Kaffir drivers do? Already the conductors, who owned the teams, began to expostulate and to say that the terms of their contract never included this; and we mentally vowed that with guns drawn by animals, we would, in future, have an arrangement by which the whole team could be slipped instantly from the guns, in case they were killed or stampeded. For of course 100 men can do what they like with even a 4.7, for a short distance; and will do what they are told, shell or no shell. However, not a shot was fired. Our escort caught us up, posted themselves; and we unlimbered and came into action, firing our first shot—the first shot of the day—at 5.20 a.m.

Not a sign or a move from the enemy. Meantime Colonel Long with our other six guns was advancing along the east side of the railway. The 74th and 66th Batteries were leading and had got to within about 1,200 yards of Fort Wylie, the Naval 12prs being 300 yards in rear of them; and all were just being ordered to come into action. This was at about 6 a.m.

Then a tremendous rifle fire was opened on them from rifle pits among the trees, from the river banks; and also a rifle and shell fire from Fort Wylie and its neighbourhood. The attention of the Boers was principally directed to the R.F.A., and therefore the Naval 12prs were able, though with some difficulty in the case of the centre pair, to come into action. The gallant but unavailing attempts of the R.F.A. to withdraw their guns are well known to you all. And General Buller, arriving on the scene, soon ordered the Naval guns back, lest the same fate should overtake them. Lieut. James of the *Tartar* brought his pair of guns round to assist the Naval guns on the west of the Railway. The Kaffir drivers of his ox team behaved with marked gallantry throughout. These gentlemen were not elaborately dressed; but some of them had coats on, whose collars they turned up as if the pattering around them was an ordinary rain shower; and then they worked their teams as though nothing unusual were happening. The two guns, which I mentioned as having some difficulty in getting into action, happened to be in the act of crossing a donga when fire opened, and many of the oxen were shot, and the rest got tangled up and their drivers bolted. They were extricated and got into action by Lieut. Ogilvy and Mr. Wright, gunner, in a manner that called forth General Buller's approbation.

The general plan of the advance had been as follows:—

Covered by the long range Naval guns, and after they had prepared the attack by shell fire, General Hart's 5th Brigade (the Irish) were to cross by the Bridle drift just to the east of Tom Robinson Farm; and then sweep along to the east on the north side of the river, and help the main crossing. General Hildyard to advance on the Bridge. Lord Dundonald's mounted men, supported by two guns of the 7th Battery R.F.A. and two Batallions of the 6th (Fusilier Brigade) to move on our right towards Hlangwani (where they came also under a heavy fire). General Lyttleton's and the rest of the R.F.A. were held in reserve to afford support at any required point. General Hart's Brigade failing to strike the Bridle drift, and pushing into the salient loop near it by the river, received a very hot and mischievous cross fire, at about the same time that Col. Long's guns were so heavily attacked.

Two Battalions of Lyttleton's Brigade and Col. Parsons' Brigade Division R.F.A. (2 batteries) were sent to help to extricate him, and he was told to recall his men. The firing now became general all along the line, and I cannot imagine any rifle fire being much more intense or continuous. Boer guns also began to open fire. They were very scattered and well hidden, and the modern smokeless powder makes it exceedingly difficult to locate either guns or rifle men. But we found about 20 guns all told and we did what we could to relieve the troops of their fire. I am afraid Col Parson's R.F.A. suffered considerably, as Boer guns made a target of them, to which they were absolutely unable to reply. Three guns in particular on our left and 7,000 yards off on top of the hills subjected them to a severe shelling, but we had the satisfaction of worrying those guns directly we saw what was going on and they were absolutely silenced by, I should say, 9.30 a.m.

(Continued on page 5.)

A CLOTH BOUND COOKERY BOOK, containing 180 original recipes for all kinds of savouries, Invalid Cookery and Sweets, is sent free to all who post their LEMCO Extract jar wrapper to Liebig's Extract of Meat Co., Ltd., 9, Fenchurch Avenue, London. 1414—6

INTIMATIONS.

EYE-SIGHT.

NOTICE.

I AM continuing my Sight Testing Rooms in Hongkong at (W. BREWER & CO.) which, during my absence, will be in CHARGE of MR. McIVER, Member Ph. Soy.

A Register of all Glasses supplied my constituents in the Far East is kept here and any kind of ordinary or special lenses can be obtained.

REPAIRS A SPECIALITY.

N. LAZARUS,

Hongkong, 24th May, 1900. 1532

NOW READY.

THE CHRONICLE AND DIRECTORY FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c., FOR 1900.

THE THIRTY-EIGHTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside.

Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the places, their History, Topography, &c., &c.

The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the TRADE of each Country and Port, would alone suffice to fill a large volume.

The Directories and Descriptions are of

CHINA

Peking	Nanking	Swatow
Tientsin	Wuhu	Canton
Poitaiho	Kewkiang	Whampoa
Taku	Hankow	Kowloon
Newchwang	Yochow	Lappa
Tailiewan	Shansi	Samshui
Port Arthur	Ichang	Wuchowfu
Chefoo	Chungking	Kwangchauwan
Weihaiwei	Hangchow	Pakhoi
Liukungtau	Ningpo	Hoihow
Kiaochau	Wenchow	Lungchow
Shanghai	Santu	Mengtze
Soochow	Foochow	Hokow
Chinkiang	Amoy	Szemao

JAPAN

Tokyo	Osaka	Keelung
Yokohama	Nagasaki	Tainanfu
Hyogo	Hakodate	Takow
Kobe	Tamsui	Anping

EASTERN SIBERIA

Vladivostock	Nicolajewsk

COREA

Seoul	Wonsan	Mokpoo
Chemulpo	Fusan	Chinnampo
Kun San	Pingyang	Songchin

HONGKONG AND ITS DEPENDENCIES

MACAO

FRENCH INDO-CHINA

Hanoi	Annam	Tourane
Haiphong	Hue	Saigon
Tonkin Provinces	Quinhon	Cambodge

PHILIPPINES

Manila	Iloilo
	Cebu

BORNEO

Sarawak	Labuan	British N. Borneo

BANGKOK

STRAITS SETTLEMENTS

Singapore, Penang, Malacca, Prov. Wellesley

MALAY STATES

Johore	Sungei Ujong	Selangor
Pahang	Jelebu	Perak

NETHERLANDS INDIA

Batavia	Samarang	Padang
Buitenzorg	Sourabaia	Macassar

East Coast of Sumatra

NAVAL SQUADRONS

British	German	Russian
French	Japanese	United States

OFFICERS OF COAST AND RIVER STEAMERS

The Book is printed from New Type specially reserved for the purpose, and uniformity in every arrangement now greatly facilitates reference.

The ALPHABETICAL LIST of RESIDENTS contains the names of over 18,500 FOREIGNERS, carefully arranged, with the Initials as well as the Surnames in strictly Alphabetical Order, so that any name can be found instantly.

THE MAPS AND PLANS have been engraved by one of the most eminent Firms in Great Britain and are corrected and brought up to date. They consist this year of fourteen of the following:—

COLORED PLATE OF FLAGS OF FOREIGN HONGS.
MAP OF THE FAR EAST
MAP OF EASTERN CHINA
PLAN OF YOKOHAMA
PLAN OF KOBE AND HYOGO
PLAN OF FOREIGN SETTLEMENTS, TIENTSIN
PLAN OF FOREIGN CONCESSION, SHANGHAI
NEW PLAN OF HONGKEW (SHANGHAI) with Inset Showing the EXTENDED SETTLEMENT
LARGE PLAN OF THE CITY OF VICTORIA
PLAN OF PEAK DISTRICT, VICTORIA
PLAN OF KOWLOON
MAP OF KOWLOON NEW TERRITORY
PLAN OF HANOI
NEW PLAN OF SAIGON
NEW PLAN OF MANILA
NEW AND ENLARGED PLAN OF SINGAPORE
PLAN OF PENANG
NEW PLAN OF BATAVIA

The CHRONICLE covers the notable events of the last half century in the Far East together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia, the various Customs Tariffs, Trade Regulations, Chambers of Commerce, Scales of Commissions, Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money, Weights, and Measures, and other Commercial Information, including:—

TREATIES WITH CHINA

Great Britain:—Nanking, 1842; Tientsin 1858; Tariff Agreement and Rules, 1858 Convention, 1860; Rules for Joint Investigation of Customs Seizures, 1869; Chefoo, 1876, with Additional Article; Opium Convention, 1886; Chungking Convention, 1891; Thibet Sikkim Convention, 1890; Burmah Convention, 1897; Kowloon Extension, 1898 Weihaiwei Convention, 1898.

France:—Tientsin, 1858; Convention, 1860; Tientsin, 1885; Conventions, 1886, 1887, and 1895; Frontier Trade Regulations.

United States:—Tientsin, 1858; Additional, 1868; Peking, 1880; Immigration, 1894.

Germany:—Tientsin, 1861; Peking, 1880; Kiaochau Convention, 1898; Railway and Mining Concession, 1898.

Japan:—Shimonoseki, 1895; Liaotung Convention, 1895; Commercial, 1896; New Ports, 1896.

Russia:—St. Petersburg, 1881; Russian Land Trade, 1881; Port Arthur and Talienwan Agreement, 1888.

Portugal, 1888.

TREATIES WITH JAPAN

Great Britain, 1894; Duties Convention, 1895; Russia, Agreements as to Corea; United States Extradition Treaty, 1886.

TREATIES WITH COREA

Japan, 1876; Japan, Supplementary, 1876; United States, 1882; Great Britain, 1883; Trade Regulations.

TREATIES WITH SIAM

Great Britain, 1855; France, 1893; Japan, 1893; Russia, 1899.

Great Britain and France, Siamese Frontier.

Great Britain and Russia, Railway Convention, 1899.

CUSTOMS TARIFFS
TRADE REGULATIONS

China, Japan, Siam, Corea.

LEGAL DOCUMENTS

Orders in Council for Government of H.B.M.'s Subjects in China, Japan, and Corea, 1865 1877, 1878, 1881, 1884, 1886, 1886. Rules of H.B.M.'s Supreme and other Courts in China, Japan, &c.; Tables of Court and Consular Fees; Charter of the Colony of Hongkong, Malay States Federation Agreement, Hongkong Code of Civil Procedure; New Table of Hongkong Court Fees; Admiralty Rules, Foreign Jurisdiction Act; Regulations for the Consular Courts of United States; United States Consular and Courts Fees; Rules of Court of Consuls of Shanghai; Regulations for Foreign Companies in Japan; Chinese Passenger Act; Hongkong Licences; Trade Marks, and Letters Patent Fees; Port Regulations for China; New Harbour Regulations for Japan, &c.

The CHRONICLE and DIRECTORY, although printed in smaller type than formerly and condensed in every possible manner, contains every year more pages.

Royal Octavo—Complete with Fourteen Maps and Plans, pp. 1,448, $8.50. Directory only, pp. 1,056, $4.50.

It was years ago universally pronounced to be the cheapest work of the Kind anywhere published, and although very much enlarged and improved in every way, the price in silver is now greatly below the equivalent of £1 5s., at which it was originally published.

It is published at the Office of the *Hongkong Daily Press*, and can be had from, and Advertisements sent through

LONDON .....Mr. F. Algar, 11, Clement's Lane
LONDON .....Messrs. Street & Co., 30, Cornhill
PARIS .....Messrs. G. E. Puel de Lobel & Cie., 53, Rue Lafayette
GERMANY ...Messrs. Mahlau & Waldeschmidt Frankfurt a/M.
UNITED STATES Mr. A. J. Hart, 826, Carey EAST & CENTRAL Street, Baltimore, Md.
SAN FRANCISCO L. P. Fisher's Agency, 21. Merchants' Exchange, California Street
CAPE TOWN... Messrs. Gordon & Gotch
SYDNEY .....Messrs. Gordon & Gotch
MELBOURNE ....Messrs. Gordon & Gotch
BRISBANE .....Messrs. Gordon & Gotch
CALCUTTA .....Messrs. W. Newman & Co.,
BOMBAY ......"Times of India" Office
COLOMBO .....Messrs. A. M. & J. Ferguson
BATAVIA.....Messrs. H. M. Van Dorp & Co.
PENANG .....Messrs. Graham & Co., Ld.
SINGAPORE ...Messrs. Kelly & Walsh, Ld.
BANGKOK .....Messrs. A. Berli & Co.
SAIGON .....Messrs. Kloss & Co.
TONKIN .....Mr. W. Paulus, Hanoi
MANILA .....Messrs. A. S. Watson & Co., Ld.
MACAO .....Mr. A. A. da Cruz
CANTON .....Messrs. A. S. Watson & Co., Ld.
SWATOW .....Yuen Cheong Book Store
AMOY .....Messrs. A. S. Watson & Co., Ld.
FOOCHOW .....Messrs. A. S. Watson & Co., Ld.
SHANGHAI .....Messrs. Kelly & Walsh, Ld.
TSINTAU.....Messrs. Sietas, Plambeck & Co.
CHEFOO .....Messrs. H. Sietas & Co.
TIENTSIN .....Messrs. H. Blow & Co.
PORT ARTHUR..Messrs. Sietas, Block & Co.
FORMOSA .....Mr. A. W. Gillingham, Tamsui
NAGASAKI ......"Nagasaki Press" Office
KOBE-OSAKI ..."Kobe Chronicle" Office
YOKOHAMA ..Messrs. Kelly & Walsh, Ld.

CARBOLINEUM-AVENARIUS
USED FOR OVER TWENTY YEARS.

Throughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

Sole Agents for China,
LÜTGENS, EINSTMANN & CO.
Hongkong, 21st August, 1897. [338

RUINART PERE & FILS, REIMS
Established 1719.
CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS, WEGENER & CO.
Sole Agents.
Hongkong, 17th May, 1895. [1521

PORTLAND CEMENT
J. B. WHITE & BROS
SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & CO.
Hongkong, 16th September, 1899.

DAVID CORSAR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
CANVAS
ARNHOLD, KARBERG & CO.,
144 Sole Agents.

BOMBAY-BURMAH TRADING CORPORATION, LIMITED.
BANGKOK AND RANGOON.
TEAK SQUARES, PLANKS, BOARDS and SCANTLINGS, PLANED, TONGUED, and GROOVED BOARDS, FOR FLOORING, CEALING, WALLING, &c. TEAK SHINGLES FOR ROOFING.
PINKADOE RAILWAY SLEEPERS for all GAUGES.
Rates Supplied and Orders Booked by
JARDINE, MATHESON & CO.
Hongkong, 3rd May, 1895. 1533

NOW READY.
BOUND VOLUMES of the HONGKONG WEEKLY PRESS JULY to DECEMBER, 1899. With INDEX Price $7.50.
Hongkong Daily Press Office.
Hongkong, 3rd July, 1900. [1697

NEW ADVERTISEMENTS

WANTED, at end of July, FURNISHED HOUSE on higher level. Peak preferred.
Apply to—
X. Z. Z.,
Care of Office of this Paper.
Hongkong, 14th June, 1900. 1747

NOTICE.

WE have This Day authorized MR. NICHOLAS GEORGE MAJER to Sign our Firm Per Procuration until further notice.
MORE & SEIMUND.
Hongkong, 14th June, 1900. [1748

N I R

VICTORIA PRECEPTORY AND PRIORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY and PRIORY will be held at the FREEMASONS' HALL on MONDAY, the 18th instant, at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to attend.
Hongkong, 14th June, 1900. 1746

PUBLIC AUCTION.

PRELIMINARY NOTICE.

THE Undersigned have been favoured with instructions from HART BUCK, Esq., to Sell by Public Auction,
on
WEDNESDAY,
the 4th July proximo, Commencing at 11 a.m., and following days until completion of the Sale, within his residence, Mount Richmond,
THE WHOLE OF THE
VALUABLE FURNITURE
contained therein. Comprising:—
DINING and DRAWING ROOM SUITES, SIDEBOARDS and OVERMANTELS, HALL and BEDROOM FURNITURE.
A QUANTITY of VALUABLE BLACKWOOD.
A GRAND PIANO, by Broadwood.
A BILLIARD TABLE in excellent order, with the usual APPURTENANCES, by Hornig, and SEVERAL VALUABLE PAINTINGS by celebrated Artists, &c., &c., &c.
Also
A COLLECTION of RARE PLANTS.
Catalogues and further Particulars will be issued.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 14th June, 1900. [1749

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANÇAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship
"SYDNEY,"
Captain Aubert, will be despatched as above on SATURDAY, the 16th inst., instead of as previously notified.
G. DE CHAMPEAUX,
Agent.
Hongkong, 14th June, 1900. [2

FOR NAGASAKI AND WLADIVOSTOCK.

THE Steamship
"DAPHNE,"
Captain Nissen, will be despatched for the above ports on TUESDAY, the 19th inst., at NOON.
This Steamer has superior accommodation for First Class passengers.
For Freight or Passage, apply to
SIEMSSEN & CO.
Hongkong, 14th June, 1900. [1751

BEN LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

The Steamship
"BENALDER,"
Captain C. K. McIntosh, will be despatched as above on or about THURSDAY, the 5th prox.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 13th June, 1900. 1745

NOW IN THE PRESS.

"MOUNTINGS OF THE NAVAL GUNS
and their subsequent use with the
LADYSMITH RELIEF COLUMN,"
Being a Lecture by
CAPTAIN PERCY SCOTT,
R.N., C.B.,
and
CAPTAIN A. H. LIMPUS, R.N.
(of H.M.S. *Terrible*),
Delivered in Hongkong, June 13th, 1900.

The above lecture is being printed by the *Hongkong Daily Press*, with the kind permission of the Lecturers, and after paying the net cost of production, the entire profits on the sale of the book will be handed over to the Hon. Secretary of the INDIAN FAMINE FUND.

The book will be printed on art paper, within covers, and will be ILLUSTRATED with NUMEROUS MAPS and SKETCHES made from Photographs taken by Captain Scott.

A cheaper edition, *without illustrations*, will be sold for 50 cents a copy.

Orders for copies should be sent in without delay, and should be addressed to the Manager, "Daily Press."

PRICES:—
With Illustrations ... $1.
Without Illustrations ... 0.50
Hongkong, 14th June, 1900. 1750

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,
TO-DAY (THURSDAY),
the 14th June, 1900, at 2.30 P.M., at his Sales Rooms, No. 8A, Queen's Road Central,
SUNDRY HOUSEHOLD FURNITURE, &c.,
Comprising:—
TAPESTRY COVERED DRAWING ROOM SUITE.
MARBLE TOP CENTRE and SIDE TABLES.
BEVELLED GLASS OVERMANTELS, PICTURES and ORNAMENTS.
EXTENSION DINING TABLE, SIDEBOARD, DINNER WAGGONS, VIENNA CHAIRS, BOOK CASE and WRITING TABLES.
CROCKERY, GLASS and PLATED WARE.
IRON BEDSTEADS, IRON CRADDLE, WARDROBES, DRESSING TABLE and WASHSTANDS.
3 JINRICKSHAS.
Ladies' and Gentleman's BICYCLES.
&c., &c., &c.
TERMS OF SALE:—As Customary.
V. I. REMEDIOS,
Auctioneer.
Hongkong, 12th June, 1900. 1726

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction.
TO-DAY (THURSDAY),
the 14th June, 1900, at 2.45 P.M., at No. 6, LYEEMOON VILLAS, KOWLOON (the Residence of W. W. CAMPBELL, Esq.),
THE WHOLE OF HIS
HOUSEHOLD FURNITURE.
Further Particulars can be seen from Catalogue.
On View from Wednesday, the 13th June.
TERMS:—As Customary.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 11th June, 1900. [1713

PUBLIC AUCTION.

VALUABLE BUILDING LAND.

TO be sold by Public Auction by Order of the Mortgagee and without reserve,
on
TUESDAY,
the 19th instant, at 3.30 P.M., at the Sale Room of the Auctioneers,
All that valuable piece of Land known as K.I.L. No. 524. Total Area 69,388 sq. ft. and having a building frontage of 1,239 feet on Des Veoux Road, Cameron Road and a Private Road.
The Estate faces the Harbour and Lyeemoon Pass.
For plans and further particulars apply to—
HUGHES & HOUGH,
Auctioneers,
or to
JOHNSON, STOKES & MASTER,
Solicitors to the Mortgagee.
Hongkong, 13th June, 1900. [1740

PUBLIC AUCTION
of
VALUABLE LEASEHOLD PROPERTY.

TO be Sold (Subject to a reserved price) in One Lot,
on
FRIDAY,
the 22nd day of June, 1900, at 3 o'clock in the Afternoon,
BY
Mr. GEO. P. LAMMERT,
Auctioneer,
at his Sales Rooms, Duddell Street,
All those pieces or parcels of Ground situate at Kowloon Point in the Colony of Hongkong and registered in the Land Office respectively as Section A of Kowloon Inland Lot No. 441 and Section B of Kowloon Inland Lot No. 441, having an Area of 38,832 square feet, with the European Dwelling house known as "Glenthorne" erected thereon. The premises are held for the residue of the term of 75 years from the 24th day of June, 1888, and are sold subject to the apportioned yearly Crown Rent amounting to the total sum of $178 and to the existing tenancy thereof.
For further particulars and conditions of sale
Apply to—
H. K. HOLMES,
Solicitor for the Vendor,
54, Queen's Road.
or to
Mr. GEO. P. LAMMERT,
Auctioneer, Duddell Street.
Hongkong, 12th June, 1900. [1724

NEW GOODS,
PLENTY
IN
HAND,
JAPANESE CURIOS.
D. NOMA,
12, Beaconsfield Arcade,
Opposite the City Hall,
Hongkong.
Hongkong, 27th April, 1900. [202

FOOD SUPPLY COMMISSION.

THE Ladies who signed the Petition which resulted in the Appointment of the above named COMMISSION are respectfully requested to assist the Commission in the conduct of its enquiries by communicating in writing as early as possible all facts within their experience bearing on the question of the Rise in Price of Provisions in the Colony. List of Prices paid for the more Ordinary Articles of Food produced locally, as for example, Bread, Flour, Rice, Fish, Beef, Mutton, Eggs, Poultry and Game, Vegetables and Fruit, at various Periods during the last Five Years will be extremely valuable. Similar Lists showing the Prices at different times of Wood, Coal, Charcoal and Oil will also be of value.
All Persons who feel themselves in a Position to throw any light on the subject either as regards the fact of the Rise in Prices or as to the cause or causes thereof are respectfully requested to communicate with the Undersigned in writing or, if they prefer it, to tender themselves for examination as witnesses.
JNO. J. FRANCIS,
Chairman.
Hongkong, 31st May, 1900. [1625

INTIMATIONS.

WANTED at once, ONE SMALL ROOM, suitable for an Office.
Apply to—
F. D.,
Care of *Daily Press* Office.
Hongkong, 12th June, 1900. [1719

WANTED.

WITH possession about the latter part of June next, a FIRST FLOOR in QUEEN'S ROAD CENTRAL or vicinity, with 4 to 6 Rooms, for a Dwelling.
X. M.,
Care of *Hongkong Daily Press*.
Hongkong, 19th May, 1900. [1528

WANTED.

AT WEST POINT, a Good-sized GODOWN, close to the Harbour.
Apply—
NORDDEUTSCHER LLOYD,
SUPERINTENDENT'S OFFICE,
Queen's Building No. 3, Third Floor.
Hongkong, 8th June, 1900. [1697

A EUROPEAN GENTLEMAN can have BOARD and RESIDENCE in an English Family on the upper level. Cool locality.
Address—
A. D.,
Care of *Daily Press* Office.
Hongkong, 12th June, 1900. 1721

W. BREWER & CO.

Academy Pictures, 1900... 5 Parts at 70 cts. each
Figaro Salon, 1900 ... $1.50 each
La Panorama (Exposition Universelle).
Russia on the Pacific and the Siberian Railway, by Valdimir ... $9.00
On the Eve of the War, by Evelyn Cecil, M.P. ... 2.25
Forty-one Years in India, by Lord Roberts 5.00
Ordered South, by Mrs. C. N. Williamson 2.00
Fécondite, by Zola (French Edition) ... 1.00
The War in South Africa, by J. A. Hobson ... 4.50
The Citizens' Atlas ... 10.50
African Incidents, by Thurston ... 6.50
With the Colours, by Jephson ... 2.25
Village Life in China, by Author of Chinese Characteristics ... 4.50
Wide World Adventures (Newnes) ... 1.50
Houndsditch Day by Day ... 2.25
Discoveries and Inventions of the 19th Century ... 4.50
23 & 25, Queen's Road, Hongkong. [31

CARMICHAEL & BARLOW,

CONSULTING ENGINEERS, SURVEYORS, AND CONTRACTORS,
QUEEN'S BUILDINGS.

DESIGNS and Specifications prepared for any class of Steamships. Launches and light-draught vessels a speciality. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised.
New and second hand Launches for Sale.
Telegrams, "CELESTE," Hongkong.
Telephone, 232.
H. F. CARMICHAEL,
B. J. BARLOW.
Hongkong, 1st June, 1899. [1637

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.
Absolutely Smokeless and Water-resisting
THE BEST NITRO-POWDER IN THE WORLD.
PRICE OF 12-BORE CARTRIDGES:—

	Loaded with Powder only.	With Powder and 1 oz of Shot.
Primrose Cases ...	$3.65	$7.40
Pegamoid Cases ...	6.25	8.00
Ejector Brass Cases.	6.90	8.65

5 per cent. discount on orders of 1,000 and over.
Apply to
WM. SCHMIDT & CO.,
Gunmakers,
Hongkong.
Hongkong, 27th July, 1897. [12

PUBLIC COMPANIES

THE
HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on TUESDAY, the Twenty-seventh day of March, 1900, the following Resolutions were passed:—
1.—That in pursuance of the provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and confirmed on the 27th March and since duly registered, the sum of $1,250,000 be withdrawn from the Reserve Fund and be carried as of the 2nd July next to the Credit of Capital Account, each Share being credited with a sum of $25 as paid up thereon in addition to the sum of $50 now standing to the credit of each Share.
2.—That the balance of $25 per Share of the Unpaid Capital of the Company be called up, and that a Call be and is hereby made of $25 per Share upon all the Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.
Shareholders are hereby requested to pay accordingly.
And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said 2nd day of July, 1900, at the rate of $12 per centum per annum, upon all Calls remaining unpaid after the 9th day of July, 1900, up to the actual dates of payment of the same.
By Order of the Board.
A. SHELTON HOOPER,
Secretary.
Hongkong, 28th March, 1900. [916

OLIVERS FREEHOLD MINES, LIMITED.

NOTICE is hereby given that a FINAL CALL of $0.50 per Share has been made in respect of the "B" Shares in the above-named Company, and that such CALL is PAYABLE to the General Managers on the 17th day of JULY next, at the Offices of the Company, 38 and 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 16th May, 1900. 1848

BANKS.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION.
H. M. BEVIS,
Acting Chief Manager.
Hongkong, 26th March, 1900. [18

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORIZED CAPITAL ... £1,000,000
PAID-UP CAPITAL ... £ 324,374

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS.
CHAN K. SHAN, Esq. | D. GILLIES, Esq.
CHOW T. SHANG, Esq. | J. T. LAUTS, Esq.
Chief Manager,
GEO. W. F. PLANFAIR.

Interest for 12 Months Fixed ... 5%
Hongkong, 23rd March, 1899. [19

BANK OF TAIWAN (FORMOSA), LIMITED.
(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

AUTHORIZED CAPITAL ... Yen 5,000,000
PAID-UP CAPITAL ... „ 1,250,000

HEAD OFFICE:—TAIPEH, FORMOSA.

JUICHI SOYEDA, Esq., President.
Head Office Manager:—TAKESHI DOKI, Esq.

BRANCHES AND AGENCIES.
Tokyo, Osaka, Yokohama, Kobe, Nagasaki, Kyoto, Nagoya, Tainan, Moji, Hiroshima, Hakodate, Otaru, Hongkong, Shanghai, Amoy, Chemulpo, Fusan

HEAD OFFICE:—INTEREST ALLOWED.
On Current Account 4.38% per annum
„ „ „ Savings Bank 5.11% „ „
On Fixed Deposits:—
For 3 months 5¼ per cent per annum
„ 6 „ 6 per cent „ „
Credits granted on approved securities, and every description of Banking and Exchange business transacted.
Drafts granted on the Chief Commercial places both in Japan and abroad.
Further particulars may be obtained on application.
TAKESHI DOKI,
Manager.
Taipeh, 20th November, 1899. [290

THE BANK OF CHINA & JAPAN LIMITED.

WORKING CAPITAL ... over £210,000
RESERVE LIABILITY OF SHAREHOLDERS ... fully £425,000
£635,000

HEAD OFFICE:
36, Nicholas Lane, London.
BRANCHES:
Hongkong, Shanghai, Singapore.
AGENCIES:
Yokohama, Kobe, Penang, Bombay, Calcutta, Madras, Colombo, Rangoon, Java, Lyons, and Paris.

BANKERS:
The Bank of England and the Capital and Counties Bank, Limited.
General Manager—F. C. BISHOP.

INTEREST ALLOWED.
On Current Accounts ... 2 per cent
„ Fixed Deposits 3 months ... 4 „
„ Do. 6 „ ... 4½ „
„ Do. 12 „ notice ... 5 „
The Bank buys and sells and receives for collection Bills of Exchange on, and transacts general Banking business with, the above places.
Hongkong, 1st May, 1900. 22

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000
SUBSCRIBED „ ... £1,125,000
PAID-UP ... £ 562,500
RESERVE FUND ... £ 30,000
BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance.
ON FIXED DEPOSITS:—
For 12 months ... 4 %
„ 6 „ ... 3½ %
„ 3 „ ... 2½ %
J. THURBURN,
Manager, Hongkong.
Hongkong, 24th March, 1900. [20

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... $10,000,000
RESERVE FUND ... $11,500,000
RESERVE LIABILITY OF PROPRIETORS $10,000,000

COURT OF DIRECTORS.
N. A. SIEBS, Esq.—Chairman.
R. SHEWAN, Esq.—Deputy Chairman.
E. Goetz, Esq. | A. J. Raymond, Esq.
Hon. R. M. Gray | R. L. Richardson, Esq.
A. Haupt, Esq. | P. Suchse, Esq.
Hon. J. J. Keswick | H. W. Slade, Esq.
D. Meyer Moses, Esq.

CHIEF MANAGER:
Hongkong—SIR THOMAS JACKSON.

MANAGER:
Shanghai—J. P. WADE GARDNER, ESQ.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.
H. M. BEVIS,
Acting Chief Manager.
Hongkong, 1st June, 1900. [17

BANKS.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP ... £800,000
RESERVE LIABILITY OF SHAREHOLDERS ... £800,000
RESERVE FUND ... £525,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balances.
On Fixed Deposits for 12 months 4 per cent.
„ „ „ 6 „ 3½ „
„ „ „ 3 „ 2½ „
T. E. SANSOM,
Acting Manager, Hongkong.
Hongkong, 23rd May, 1900. [21

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 24,000,000
CAPITAL PAID-UP ... „ 18,000,000
CAPITAL UNCALLED ... „ 6,000,000
RESERVE FUND ... „ 8,000,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.
Tokio, Kobe, Nagasaki, London, Lyons, New York, San Francisco, Honolulu, Bombay, Shanghai, Tientsin, Newchwang

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LIMITED.
PARR'S BANK, LIMITED.
THE UNION BANK OF LONDON, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
On fixed deposits for 12 months 5% per annum.
„ „ „ 6 „ 4% „
„ „ „ 3 „ 3% „
S. CHOH,
Hongkong Manager.
Hongkong, 17th, April, 1900. [758

THE DEUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL ... Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Tientsin, Tsingtau (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION BANK OF LONDON, LTD.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
H. SCHOTTLAENDER,
Acting Manager.
Hongkong, 8th February, 1900. [45

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL Shanghai Tls. 5,000,000
PAID-UP CAPITAL „ „ 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES.
Canton, Hankow, Chefoo, Peking, Chinkiang, Penang, Chungkiang, Singapore, Foochow, Swatow, Tientsin.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities. Bills Discounted.
INTEREST ALLOWED ON DEPOSITS:
At 2% per annum on Current Account daily balances.
3% per annum on Fixed Deposits for 3 months.
4% „ „ „ „ 6 „
5% „ „ „ „ 12 „
E. W. RUTTER,
Acting Manager.
Hongkong, 2nd February, 1900. [22

MITSUI BUSSAN KAISHA

No. 6, ICE HOUSE STREET, PRAYA CENTRAL

Head Office:—TOKIO.
Branch Office:—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG, and all Ports in JAPAN.
AGENCIES:—
Miike Coal Mines,
Kanada Coal Mines,
Hokoku Coal Mines,
Yoshinotani Coal Mines,
Ohnoura Coal Mines,
No. 1, Ohtsuji Coal Mines,
Ichimura Coal Mines,
Kishima Coal Mines,
Yoshio Coal Mines,
Yamano Coal Mines,
Manoura Coal Mines,
The Osaka Shosen Kaisha, Limited,
Tokio Marine Insurance Co., Limited,
Meiji Fire Insurance Co., Limited,
Kanegafuchi Cotton Spinning Mills,
Shanghai Cotton Spinning Mills,
Tokio Cotton Shipping Mills,
Miike Cotton Spinning Mills,
Onoda Cement Company,
Imperial Government Paper Mills.
MITSUI BUSSAN KAISHA,
M. FUJISE,
Manager.
Hongkong, 19th August, 1899. [27

INSURANCES

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
HOTZ, s'JACOB & CO.
Hongkong, 2nd April, 1900. [1022

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT First Class Foreign and Chinese Risks at Current Rates.
SIEMSSEN & CO.
Hongkong, 29th May, 1895. [26

INSURANCES.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSSEN & CO.,
Agents.
Hongkong, 16th November, 1872. [24

SUN INSURANCE OFFICE, LONDON.

FOUNDED 1710.

The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSSEN & CO.,
Agents.
Hongkong, 16th May, 1892. [25

"L'UNION"
FIRE INSURANCE COMPANY, LD.
(Established 1828).
Head Office, 15 Rue de la Banque, Paris.
STATEMENT FOR 1898.

Paid-up Capital .	2,500,000	10,000,000
Liability of Shareholders . . .	7,500,000	
Reserve		11,205,000
Premiums to be paid-up in 1899 and following year . . .		79,650,334.70
Total Guarantee... Frcs.		100,855,334.70

Losses paid by the Company since its Establishment:—
219,000,000 Francs.
The Undersigned, having been appointed General Agent for the above Company, is prepared to accept risks at current rates. Claims settled direct without reference to the Head Office.
A. R. MARTY,
Agent.
Hongkong, 1st May, 1900. 1322

"Strongest in the World."

A TWO-FOLD MISSION.

Life Assurance has a two-fold mission:
Protection for loved ones, if you die—
Provision for old age, if death doesn't intervene—
And the best Life Assurance for both is that issued by
the strongest Company in the world and backed by more than £12,000,000 surplus—
THE EQUITABLE LIFE ASSURANCE SOCIETY.

F. KIENE,
Manager,
Hongkong. Canton.
[1571

SUN LIFE ASSURANCE COMPANY OF CANADA.
HEAD OFFICE ... MONTREAL.

THE above Company is prepared to issue UNCONDITIONAL POLICIES on all approved plans, and will settle claims immediately upon receipt of proof of death and without reference to the Head Office.
For Rates and other Particulars, apply to
W. J. G. WHILEY, Acting Manager,
8, Praya Central.

SCOTTISH METROPOLITAN ASSURANCE CO.

The combined ACCIDENT and LIFE POLICY is the MOST ADVANTAGEOUS form of INSURANCE.
A yearly premium of £28 2s. (age 30) secures the following:—
£2,000 in case of death by accident.
£1,000 in case of natural death.
£1,000 in case of permanent total disablement by accident.
£500 in case of partial total disablement by accident.
£6 per week in case of temporary disablement by accident.
Accidents insured against for £4 and £2 per annum (£1,000 in case of death, by weekly payments in case of injury).
For further Particulars apply to
J. Y. V. VERNON,
Agent.
Hongkong, 8th June, 1896. [1619

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1898, £13,959,969 0s. 0d.

I. AUTHORISED CAPITAL...	£3,000,000	0	0
SUBSCRIBED CAPITAL...	2,750,000	0	0
PAID-UP CAPITAL ...	687,500	0	0
II. FIRE FUNDS ...	2,765,459	7	11

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 29th June, 1899. [1741

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA,
INCORPORATED 1851.
CAPITAL ... £410,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
WM. MEYERINK & CO.,
Agents.
Hongkong, 18th May, 1900. 1512

AACHEN AND MUNICH FIRE INSURANCE CO.
OF AIX-LA-CHAPELL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [9

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.
DOUGLAS LAPRAIK & CO.,
Agents for the Phœnix Fire Office.
Hongkong, 17th August, 1887. [27

HONGKONG BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT, 2, Zetland Street, Auctioneer, Appraiser and Commission Agent.

HUGHES & HOUGH, Auctioneers to the Government, and Share and General Brokers, corner Ice House Street and Praya Central.

GEO. P. LAMMERT, Auctioneer, Valuer and Goods Broker, Duddell Street.

V. I. REMEDIOS, Auctioneer, Appraiser and Agent, 8, Queen's Road Central.

BOARD AND LODGING

STAG HOTEL, 148 and 150, Queen's Road Central, Comfortable and Cheap.

THE WESTERN HOTEL, Excellent Accommodation, $2.50 per day. 90 and 92, Queen's Road West.

BOOKBINDING

"DAILY PRESS" OFFICE, The only office in China having European taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS

W. BREWER & CO., Printers, Bookbinders and Account Book Manufacturers, 23 and 25, Queen's Road (under Hongkong Hotel).

BUILDERS

KANG ON, Contractor; 30, D'Aguilar Street. Local and Coast Port Buildings, Timber, Brick and Granite. Mechanics engaged, Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY, 10, Queen's Road Central. Family and Dispensing Chemists, Wines, Spirits and Cigars.

THE VICTORIA DISPENSARY, Chemists and Druggists, High-class Aerated Waters, Dealers in Photographic Requisites, Queen's Road.

WATKINS, LD. APOTHECARIES' HALL, 66, Queen's Road Central, Cigars, Aerated Waters, Wines, Beers, Spirits, etc.

CURIO DEALERS

FUJIYAMA & CO., Importers, Exporters and Dealers in Japanese Curios, 9, D'Aguilar St., and at Kobe.

KUHN & KOMOR, Fine Art, Japanese and Chinese Curios, 21 and 23, Queen's Road, Hongkong, Shanghai, Kobe, Yokohama.

KWONG HING, China Porcelain, Crockery Ware; 59a, Queen's Road Central.

DENTISTS

WONG HOMI, Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG, Surgeon Dentist, 24, Bank Buildings, Opposite Hongkong Hotel.

DINING ROOMS

THE COSMOPOLITAN HOUSE, Breakfasts, Tiffins, Dinners. Wines, etc., with Meals; 34, Queen's Road.

DRAPERS

EBRAHIM ELIAS & CO., Milliners, Silk Mercers, Haberdashers. Low Prices; 37, 39, Wellington Street.

WING HOP, Ladies' Tailor, Dressmaker, Draper; 62, Wellington Street.

SEE WOO, Tailor, Draper and Outfitter; 67 and 69, Queen's Road.

FLOUR MERCHANTS

SPERRY FLOUR COMPANY, Merchant Millers, San Francisco. Eastern Branch, Pedder Street, WILLIAM WHILEY, Manager.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859. Every Household Requisite. Depot for Eastman's Kodak Films and Accessories; 17a, Queen's Road Central.

LI KWONG LOONG, Cabinet-maker, Furniture Dealer, Art Decorator and Dealer, 17, Queen's Road.

GROCERS

THE MUTUAL STORES, SUB-AGENTS LIPTON, LD., 8 and 10 D'Aguilar Street, Provision and General Merchants.

H. TIE, Wine and Spirit Merchants, Groceries, Best Goods, Lowest Rates. Try Charles Evaporated Cream; 16, D'Aguilar Street.

JEWELLERS

KANG LEE & CO., Jewellers, Gold and Silversmiths, Watchmakers, Japanese Curios and Blackwood Furniture. Opposite Post Office, 36, Queen's Road Central.

MAISON LEVY HERMANOS, Diamond Merchants and Watchmakers, 40, Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Iloilo.

SUN SHING, Established 1840. Silks, Gauzes, Crêpe-Shawls, Chinaware, Ivory, etc., Gold and Silversmiths and Engravers; 90, Queen's Road Central.

WAH LOONG, Gold and Silversmith, Silk Dresses, Crêpe Shawls, Ivory, Lacquerware, Fans, Curios, Bristles, Human Hair, Feathers; 88, Queen's Road Central.

THE LIGHT OF THE FUTURE

EASTERN ACETYLENE LIGHTING COMPANY, Head office, 62A, Queen's Road Central. Fittings of every description for the ACETYLENE LIGHT at lowest rates.

HONGKONG BUSINESS DIRECTORY.

MERCANTILE AGENT

WOODS & CO., Duddell Street, Agents for American and European Export Houses.

PHOTOGRAPHERS

E HING, Enlarging, Developing, Printing, Moderate Rates, 20a, Queen's Road East.

MEE CHEUNG, Ice House Street, Top Floor. Permanent Enlargements, Groups, Views, etc; Development Works, Amateurs' Requisites.

M. MUMEYA, JAPANESE ARTIST, Bromide and Crayon Enlargements. Work done for Amateurs; 8a, Queen's Road, Cl.

YEE CHUN, Marine and Portrait Painter, 50, Queen's Road, Upstairs.

H. YERA, Japanese Photographer, 14, Beaconsfield Arcade, Queen's Road Cl. also Wanchai. Amateur's Requirements a Specialty.

PRINTING

"DAILY PRESS" OFFICE. Proofs read by Englishmen.

RATTAN FURNITURE

WOO KEE, Late HANG CHEUNG SHING. Rattan Chairs, Matting, Bamboo Blinds, etc.; 73, Queen's Road Central.

KWONG TAI LOY, Rattan Furniture, Bamboo, Blinds, Mattings all Colours; 18, Praya Central.

SANG MOW, Rattan Furniture, Bamboo, Screens, Matting of all Colours; 43, Queen's Roads, Cl.

SILK GOODS DEALERS

DHUNAMAL CHELLARAM, Dealer in Indian, Chinese, and Japanese Silk and Fancy Goods, also Art Works, 2, D'Aguilar Street.

THE GLOBE (TEJUMULL POHUSING), Indian, Chinese and Japanese Silk Goods, Cashmere Shawls. Spanish Wines and Manila Cigars; 12, D'Aguilar Street.

SINCERE & CO., Silk Handkerchiefs, Shawls, Table Covers, etc. Wholesale and Retail; 122, Queen's Road Central and 123, Wellington St.

WASSIAMULL ASSOMULL, Wholesale Importers and Exporters, India, Chinese & Japanese Silks, Cashmere Shawls and Ceylon Lace; 46, Queen's Road, Cl.

SILK LACE MANUFACTURERS

FR. BLUNCK, Exporter of Real Hand-made Torchon Lace in Silk, Linen and Cotton, Grasscloth and Silk Embroideries, Hand-made Silk and Linen LACE Curtains made to order; 17, Queen's Road, Central.

STOREKEEPERS

F. BLACKHEAD & CO., Navy Contractors, Shipchandlers, Sailmakers, Provision and Coal Merchants, Praya Central, next Hongkong Hotel.

KWONG SANG & CO., Shipchandlers, Sailmakers, Hardware, Engineer Tools, Brass and Iron Merchants, 68, Praya Central.

LANE, CRAWFORD & CO., Tailors and Outfitters, Pianoforte Dealers Shipchandlers, Furniture Dealers and Upholsterers, Wine and Spirit Merchants.

MORE & SEIMUND, Shipchandlers, Sailmakers, Riggers, Commission Agents and General Storekeepers. 17, Praya Central.

TAILORS

AH-MEN, HING-CHEONG & CO., Tailors, Drapers and Outfitters, Queen's Road Central, Old Club Site. Branch: A-MAN, opposite City Hall.

R. HAUGHTON & CO., Naval, Military and Court, 16, Queen's Road, Opposite Kuhn's Curio Store.

HUNG YUEN, Outfitters, Shirt Makers, Hatters, Hosiers, Drapers, 85, Queen's Road, Central.

LANE, CRAWFORD & CO., Queen's Road.

TAK CHEONG, Tailors, Gentlemen's Outfitters, Hatters, Hoisters, and Drapers. Chinese Silk of all kinds, 50, & 52, Queen's Rd. Central.

YEE SANG FAT & CO., Outfitters, Piece Goods, Underwear, Shoes, Hats, Silk Handkerchiefs; Opposite Post Office, Queen's Road Central.

TOBACCONISTS

D. S. DADY BURJOR. "LOS FILIPINOS," Importer of the Best Manila Cigars; 25, Pottinger Street.

KRUSE & CO., Wholesale and Retail Havana and Manila Cigars, Egyptian Cigarettes, Dealers in Fancy Goods, Agents. Connaught House, Queen's Road.

VICTORIA CIGAR DEPOT, 1 and 2, Leeyune Street East. AGENTS FOR W. KENNEDY & CO., 37, Calle San Jacinto, Manila, "Windsor Lady" and "The Jockey" Cigars.

WINE & SPIRIT MERCHANTS

H. PRICE & CO., 12, Queen's Road and Calle Anloague, Manila.

AMERICAN SYSTEM OF DENTISTRY AT No. 39, QUEEN'S ROAD CENTRAL. CHADWICK KEW (LATE OF POATE & NOBLE). Hongkong, 15th September, 1899. [279

But there was too much for us to cope with. There was Fort Wylie to shut up and the infernal triple row of schantzes and shelters along the neighbouring kopjes, and indeed we wanted more long range guns. As soon as the General realised that he had practically lost the services of the guns under Col. Long altogether, and considering the non-success of his left attack, he ordered a general retirement to camp. This at about 11 a.m. We had of course to send for our oxen, which, adhering to the letter of their contract, had gone back nearly two miles, and so we did not get away till later. However, in the meantime, we could and did do something towards covering the retirement. We sent the guns back one by one as oxen came out to us, and I think it was nearly 2 p.m. before we got back to "Shooters Hill," ignominously jolting back on one of James' 12 pounders, and being gently but ineffectually shelled the while.

We were repulsed, we had lost 10 guns—it was parchingly hot, some of you gentlemen who know the blistering heat of the African veldt at Midsummer will understand how hot—and water was some distance away, dirty puddles were eagerly lapped up by thirsty men. For about 8 hours the fighting had lasted, and we had the heartache as well as the backache but—we had all learnt something The British soldier and his seafaring brother in arms and the Volunteer of Natal were of the same stout old breed that croakers had assured us were civilised away and spoiled by the softness of life compared to what it was a hundred or fifty years ago. The way our troops stuck that fire was a revelation to me. The Field Batteries galloped their guns into action and unlimbered and opened fire with the same splendid drill that you may see any day on Parade; saddles were emptied, men and horses disappeared in clouds of shell dust, to re-emerge again, loading, laying, firing, the same as ever; but with gaps here and there, that soon, however, filled themselves up again. When the Infantry got the word to advance from their section leader, they rose, advanced 30 or 40 paces at the stroll, and then lay down again in line, just as you see on any big Field day; except perhaps that many of them were, at the longer ranges, smoking. The men were, as General Buller said, splendid. We learned that and so we didn't care so much. But we really must take more cover. We need not if we will only take a leaf out of the Boers' book in this respect, we need not lose so many splendid fellows. Very often to crawl forward 40 yards with your rifle in your teeth is every bit as good as to stand up and advance at the quick. However, I admit that we did learn something of that after a month or two of very realistic teaching. Before going on, however, one word is due in praise, very great praise, of the doctors' part of the show. That stood the test in a manner of which all members of that noble profession may well be proud, and as the campaign wore on we found that both the commissariat and transport arrangements were also excellent.

December 17th.—On Sunday morning, early, during a total eclipse of the moon, the 4.7 battery and its 6 12prs moved back from Shooters to Gun Hill, where, having put the guns in position, we encamped till January 10th. Lieut Ogilvy's 6 12prs returned with the bulk of the force to Frere and we waited for reinforcements which Sir Charles Warren was now bringing along. The wait was monotonous for all, except perhaps the outposts and scouts and the 4.7 Battery. The latter persistently worried the Boers at odd hours during the day and sometimes at night, and did all the damage they could. We also completed our telescopic survey of the surrounding country, and were alert for any new movement on the part of the Boers. An occasional reconnaissance was made that our guns usefully covered.

December 19th.—To-day the General told us to cut the Road Bridge. We put one gun on to that and one on to the Boer trenches, but after half an hour found it not as easy to cut as we thought, and so turned on the other 4.7. William Bate, the captain of this gun, cut the bridge in a very few shots—putting a Lyddite shell through the span, close up against one of the Piers, so that one end of the span dropped into the river and the bridge was useless. The range was 7,500 yards.

December 22nd.—One of our guns showing signs of wear from continous firing, we sent for spare ones from Durban. They arrived this evening, abreast Gun Hill, while the guns were firing. The worn gun's crew ceased firing, and, using nothing but man power, had the worn gun in the railway truck and the new one mounted in its carriage in one hour. No sheers or tripods were used at all. About this time nine blue-jackets of the *Forte* and *Philomel* from the guns at Mooi River and Estcourt were sent for to join the Balloon Section, which was arriving; and here they made themselves generally useful. The 4.7 battery in their off-time, when not firing, worked up 2,000 fathoms of 6 in. rope into mantlets for an armoured train, which it was proposed to prepare.

January 6th.—The attack on Ladysmith. The force went forward during the day to try and draw off some of the attacking Boers, but failed to draw much fire on itself. Heavy rains now set in and the country looked very unpromising for any big move.

January 9th.—Warren's force beginning to arrive at Frere; orders were received to move out next day.

January 10th.—Spearman's Hill, which overlooks Potgieter's Drift, was our objective and the route taken was *via* Springfield Bridge. We left at 8.30 a.m. Lord Dundonald, with his splendid irregular mounted Brigade and the 64th Battery R.FA, pushed on; and arriving before nightfall, secured both Springfield Bridge and Spearman's Hill. The distance was 28 miles, and it was a fine performance on the part of the 64th Battery. The South African Light Horse was included in the force. One of their officers, Lieut. Carlisle, and six men at once seized the pont; a very dashing piece of work.

On Saturday the 13th the 4.7 guns were in position on Mount Alice. And by January the 15th the whole army and its stores had arrived and was ready for the next move. This sounds very slow; but you will remember that heavy rains set in just before we started; and heavy rains alter the whole aspect of travelling. When the road was reconnoitred, I remember the description of it was "road fairly good, but very little water anywhere." When, a day or so later, we made the journey, the "road"—a pretty rough affair at the best of times, had become more like an irregular boulder strewn mud-canal, but fairly sound under the mud. And if a waggon dared leave that road and try to push on across the tempting looking green veldt, down sank the wheels to their axle trees, and it had to be "extricated." We, with the guns, tried it and so we knew. But we were fortunate in having drag ropes and men to use them, and so soon got out, and indeed were able sometimes to give a helping hand to waggons that had not these luxuries. And then the Spruits that had been dry were now rushing torrents which had to be bridged or else crossed exactly at the right place; and the flatter ground near them had become either a lake or a swamp. In the exits from these drifts the oxen sometimes sank the whole length of their legs, and the wagons up to their axles, and one had to put in an extra team so that the beasts at the end on comparatively hard ground might pull the other ones along. And here again, that is at the bad drifts, drag ropes became a necessity for everybody. These kind of things made the column slow. Of course one had to keep one's place in the column, and so our progress too was necessarily slow. Our unit bivouaked once and pitched camp thrice on the way and so did most of the units. All this time miles of waggons lumbered the road; certainly the string of them covered 10 miles—I should say much more. And the column on the march was a strange spectacle—the heavy springless ox waggons, the patient beasts, led by a Cape boy, with drivers to each team yelling and cracking their great 18 ft. whip lashes. The conductors, trotting about on their little Boer ponies, "gently" encouraging both the oxen and the Kaffirs in a strange language, and also armed with whips. The curious whistles and drawling cries with which the Kaffirs manœuvred the oxen—the distant forms of our flank guard—the occasional hurrying past of mounted men, and the steady tramp of muddy khaki clad troops: this all seen and heard in the fitful moonlight of a cloudy, rainy night, made one realise somewhat of the difficulty of transport for a considerable force. Captain Scott has said that the 4.7 guns were mobile. They certainly were. For, even under these trying circumstances, we never delayed anybody else, or found any difficulty in keeping our place or time. And, later on, under quite different conditions, there was never any question but that even with the shortest notice the guns would be where they were wanted at the time named. My orders, when starting for the front, were that the guns could go anywhere; but we were never driven to extreme measures. If necessary, of course, the guns could have been dismounted, packed round with wood, and hooped together like a cask; and then rolled up any place one can think of with ropes. On ordinary ground their rate of travel was practically that of the infantry. Our longest march was 18 miles in six hours, and during that time we had two or three halts in order to give our infantry escort a spell. In fact the guns were, even on their quickly improvised mountings, as mobile as was necessary for all their purposes. Well now to get on with the engagements in this neighbourhood.

THE FIGHTING ROUND SPION KOP.

Remaining at Chievely there were now Barton's Fusilier Brigade and a very small mounted force, also four Naval 12 prs. and two dummy 4.7 guns made of wood and covered with tarpaulin; but considering that the Boers had, like the Naval Brigade, most excellent telescopes, and also knowing that the 4.7 guns, besides being "picturesque," had by their careful attention to business, earned from the Boers a very hearty and sincere promise to "cracify" any of those "straw—hatted gunners" whom they could catch: considering these things, I am afraid that those poor silent skeletons of guns did not deceive anyone for long. Still there was the armoured engine, and at General Barton's special request Captain Scott fitted a platform mounting to a railway truck, ran it up to Chievely and mounted upon it one of the spare 4.7 guns. There was also a pair of 12 prs., at Frere and sufficient troops to prevent any unpleasant surprise. This force was used during the absence of the main body at Spearmans, to harass and contain the Boers who remained in the Colenso position, and did a good deal of desultory fighting. At Spearmans the 4.7's were posted on the top of Mount Alice, a plateau perhaps a 1,000 feet above the river level and commanding a magnificent view of the Tugela Valley, and the country between ourselves and Ladysmith, both of whose helios and whose entrenchments at Caesar's Camp were plainly visible. Immediately underneath was a second plateau, extending almost to the river, and 400 feet above its level. Just east of this was Potgieter's Drift, and a road leading from this wound up into the plain beyond and away to Ladysmith. Extending in a wide concave whose furthest edge was some 5,000 odd yards north of the drift was the top of the plain, rising to the heights of Spion Kop to the westward, curving along to the east and south and almost joined towards its south-east portion by the sharp Vaal Krantz Ridge which ran down towards the river in the neighbourhood of Zwaart Kop. The enormous loops and curves of the Tugela made it at first most difficult to follow; but from the moment of our arrival we began to learn the landscape by heart as we had already learnt that about Chievely. And, first measuring a base line a mile long, we got the ranges of useful points, and verified the map, for by this time the Intelligence Department had put us in possession of very fair maps of the surrounding country. Here also we began to name prominent objects and to agree, in signalling with other units, to use a system of names arranged between all of us. This and the practice of dividing our maps into lettered squares, made signalling references easier, quicker, and less likely to be misunderstood. The view—the scenery here was splendid, and the remarkable purity and clearness of the air, not only permitted us to see perfectly for astonishing distances, but made one very apt to under estimate those distances considerably. We saw clearly from the Drakensberg on the west to Umbulwana with its 6 inch gun, steadily shelling poor Ladysmith on the east. All the northern slopes of the Zwaart Kop and Spearman's Hill Range were thickly wooded with mimosa and cactus; Vaal Krantz was wooded in parts, and so was Spion Kop except near the top. The tops of our Hills were park-like in their wealth of grass and sprinkling of trees. Our glass showed us the Boers opposite: they had evidently long contemplated our trying this route. Much defensive work was already done, including several excellent gun redoubts defended by sand bags. And now they were strenuously adding to and improving their trenches and rifle pits. Indeed from Waggon Drift to beyond Colenso to our east they had evidently a huge line of defence, admirably prepared and only waiting to be manned and improved, wherever we showed signs of trying to get through. It is perfectly hopeless to try and describe how easy to defend and how hard to attack that undulating, donga intersected, boulder strewn, mountainous tract of country is. No wonder the Boer prisoners still persisted in smilingly asserting that we should never get through it. The sides of the hills next the river were as a rule exceedingly steep, while the slopes on the side remote from the river were often gentle. Spion Kop was by far the highest ground near, being probably 1,500 feet above the river in places.

(To be continued.)

The lecture was illustrated by some magic lantern slides, which Dr. Jordan kindly worked in a lantern lent by him, and the light for the lantern was supplied by the Eastern Acetyline Light Company.

American children very often put a great strain on one's power of gravity. Recently, when calling on an American lady of the Roman Catholic Church, a high dignitary of her creed, in short, a cardinal, followed. The hostess received him with the reverence due to a reverend guest, and sent for her son also to pay his respects. The son, a boy of about ten, came in, walked up to monsignor with one hand in his knickerbocker pocket, held out the other with an air of gracious condescension, and remarked, "Hello, Card.; feeling pretty spry?"

BUSINESS NOTICES.

廣芝館藥房

KWONG CHI KOON DISPENSARY.

廣東省城藥欄街

CHEONG LAN STREET, CANTON.

大清同治叁年歳次甲子

大英壹仟捌百陸拾四年開設

ESTABLISHED 1864.

如意吉祥為記

Trade Mark

KWONG CHI KOON DISPENSARY.

CHEONG LAN STREET, CANTON.

ESTABLISHED 1894.

如意油 UNRIVALLED U I YAU or "AS YOU WISH OIL."

Prices at $1.00 per bottle.
" 0.50 per bottle.
" 0.25 per bottle.

通關散 TUNG KWAN SAN, or "Army Medical Powder," 50 cents per bottle.

跌打散 TIT TA SAN or "Falling and Bruising Medical Powder." Price at 50 cents per bottle. Made from the best selected medicine to be used for the above Oil and Powder.

揀選好藥泡製造油及散

KWONG CHI KOON is one of the largest Native Drug shops in Canton, employing about 300 men. The Proprietor, Mr. U Yam Ting, is a man of great energy and business capacity, and is also very benevolent, giving away thousands of dollars worth of medicine in charity, usually with an eye to the main off-chance. He has many testimonials as to the efficiency of his medicines from officials, scholars and business men. Like the Chinese generally he has great faith in medicine and is desirous of extending his business to foreign countries, giving people of western lands the benefit of his medicines.

He has submitted to me the formulas of some of his preparations for examination, giving full explanation as to the medical qualities of the ingredient. I have found the Tung Kwan San or Army Medical Powder and the Tit Ta San or Falling and Bruising Medical Powder composed of Musk, Barovs, Camphor, Rhubarb, two kinds of gum, with red oxide of mercury and yellow sulphide of arsenic, animal and vegetable charcoal, which are known in western pharmacy. Besides this it contains gold leaf, tigers and dragons bones, shavings of antelope and rhinoceros horns, which I have shown him that chemical science proves to be inert, he proposes to omit from the medicine prepared for foreign use.

The medicine is to be chiefly used as a sternutatory, as is put up in small metal bottles by which is can be injected into the nostrils.

The small amount of oxide of mercury and sulphide of arsenic will not be dangerous used in this way.

(Signed) J. G. KERR, Canton Hospital.

Directions are given according to the Chinese method of using the medicines.

The nature of the oil is very mild, but its action is exceedingly good, possessing wondefully curative effects in both internal and external diseases. As it is an invaluable medicine it should be kept on hand ready for use by all persons, whether at home or abroad.

DIRECTIONS.

For external use rub the oil on the temples, forehead, between the eyebrows, back of the ears and neck, on the chest and back, on the abdomen or wherever the pain or soreness is located. It must be rubbed on for 5 minutes. For toothache put a little in the tooth on cotton and rub on the gums. The oil has beneficial effects in headache, fainting, colds, sore throat, stomach-ache, colic pains, rheumatism, numbness of the limbs, pain in the back, cramp, local swelling and inflammations, influenza, diarrhœa, toothache, pains in the head and convulsions after childbirth, prickly heat, boils, and mosquito bites.

Internally the dose is five drops in a little water, and it is to be repeated every two or three hours, at the same time using it externally.

The proprietor of the Kwong Chi Koon Drug Store of Canton has placed in my hands for examination a number of his preparations with the receipe for each.

His "U I YAU" "As you wish Oil" has a wide circulation and is very much used. It is composed of aromatic and stimulant herbs and barks, most of which are well known in our pharmacopoeia, together with pingpin (a costly kind of camphor) bishops wort, orris root, with two or three other less known articles, but none of the objectionable substances which enter into many Chinese medicines. It is one of the combinations which has real merits and it is not strange that it has attained so wide a reputation for the relief of maladies for which it is recommended.

(Signed) DOCTOR J. G. KERR, Canton Hospital, China.

Any order please apply to:—
MESSRS. DARTLY & Co., No. 19, Queen's Road Central, Hongkong,
Who are appointed Sole Agents for the sale of our Goods.

KWONG CHI KOON.

Hongkong, 5th May, 1900. 1372

R. J. REMEDIOS.

FOREIGN AND COLONIAL STAMP DEALER,

No. 37, ELGIN STREET, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash. AGENTS WANTED.

15 to 25 per cent Discount Allowed [1636

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "MENELAUS," are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 7th instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 14th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 19th instant.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th June, 1900. 1665

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO, AND STRAITS.

THE P. & O. S. N. Co.'s Steamship "BENGAL."

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. *Peninsular* and *Sobraon.*
From Malta, ex s.s. *Borneo.*
From Persian Gulf, ex s.s. *Kilwa* and *Assyria.*
From Zanzibar, &c., ex s.s. *Goa* and *Nowsera.*

Optional goods will be landed here unless instructions are given to the contrary before 5 P.M. TO-DAY.

Goods not cleared by the 14th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

A. M. MARSHALL, Acting Superintendent.

Hongkong, 7th June, 1900. [1

FROM HAMBURG, PENANG, AND SINGAPORE.

THE H.A.L. Steamship "SILESIA,"

Captain Behrens, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 16th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst. at 3 P.M.

No Fire Insurance has been effected.

SIEMSSEN & CO., Agents.

Hongkong, 9th June, 1900. [1710

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "BAYERN," OF THE NORDDEUTSCHER LLOYD.

The above named steamer having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 19th June, and THURSDAY, the 21st June, at 9.30 A.M.

All claims must reach us before the 24th June, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD. MELCHERS & CO., Agents.

Hongkong, 12th June, 1900. [8

NORTHERN PACIFIC STEAMSHIP CO.

S.S. "DALNYVOSTOCK."

NOTICE TO CONSIGNEES AND UNDERWRITERS.

CARGO shipped by s.s. *Dalnyvostock* in Tacoma for Hongkong and the South has been transhipped at Kobe and forwarded to Hongkong by s.s. *Rosetta*, due WEDNESDAY, the 13th instant.

Bills of Lading will be countersigned by the undersigned.

DODWELL & CO., LTD., General Agents.

Hongkong, 9th June, 1900. [10

WING CHEONG.

Dealers in JEWELRY, PEARLS, DIAMONDS, CURIOS, JADESTONEWARE, CARVED IVORYWARE, SILKS, and GRASS CLOTHS. AND GENERAL EXPORTERS.

We beg to inform the Ladies and Gentlemen of this Colony that we commenced Business on the 11th April, 1900, and we solicit their kind patronage.

Nos. 1 & 3, D'AGUILAR STREET. Behind Hongkong Dispensary.

Hongkong, 5th April, 1900. [1667

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., VIA PORTS OF CALL	CLYDE	Brit. str	—	E. Street	P. & O. S. N. Co.	On 23rd inst., at Noon.
LONDON VIA SUEZ CANAL	ANTENOR	Brit. str.	—	M. H. F. Jackson	BUTTERFIELD & SWIRE	On 26th inst.
LONDON VIA SUEZ CANAL	MENELAUS	Brit. str.	—	Towell	BUTTERFIELD & SWIRE	On 10th July.
LONDON VIA SUEZ CANAL	BENALDER	Brit. str.	—	C. K. McIntosh	GIBB, LIVINGSTON & Co.	On 5th July.
LONDON VIA MANILA	CHINGWO	Brit. str.	—	H. Harris	JARDINE, MATHESON & Co.	On 20th inst.
LIVERPOOL DIRECT	DIOMED	Brit. str.	—	Goodwin	BUTTERFIELD & SWIRE	To-day.
BREMEN, VIA PORTS OF CALL	SAGHSEN	Ger. str.	—	Dannemann	MELCHERS & Co.	To-day, at Noon.
MARSEILLES, &c., VIA PORTS OF CALL	INDUS	Fren. str.	—	Duchateau	MESSAGERIES MARITIMES	On 18th inst., at 1 P.M.
MARSEILLES, &c., VIA S'PORE, &c.	INABA MARU	Jap. str.	—	W. Bainbridge	NIPPON YUSEN KAISHA	On 29th inst., at Daylight.
MARSEILLES & LONDON	SOCOTRA	Brit. str.	—	T. H. Hide, R.N.R.	P. & O. S. N. Co.	On or about 15th inst.
HAVRE & HAMBURG	SAMBIA	Ger. str.	—	G. Schmidt	CARLOWITZ & Co.	On or about 2nd July.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	—	Hempel	CARLOWITZ & Co.	On or about 17th July.
HAVRE & HAMBURG	SAVOIA	Ger. str.	—	Jäger	CARLOWITZ & Co.	On or about 31st July.
HAVRE & HAMBURG	SILESIA	Ger. str.	—	Behrens	CARLOWITZ & Co.	On or about 8th Aug.
NEW YORK VIA SUEZ CANAL	ARMENIA	Ger. str.	—	Ostermann	CARLOWITZ & Co.	On or about 30th inst.
NEW YORK VIA SUEZ CANAL	ALBENGA	Ger. str.	—	Petersen	CARLOWITZ & Co.	On or about 24th July.
NEW YORK VIA SUEZ CANAL	ACARA	Brit. str.	—		SHEWAN, TOMES & Co.	On or about 15th July.
NEW YORK VIA SUEZ CANAL	ETTRICKDALE	Brit. str.	—		DODWELL & Co., LIMITED	On or about 6th July.
NEW YORK	J. B. WALKER	Amr. ship	—	Wallace	SIEMSSEN & Co.	Quick despatch.
VICTORIA, B.C., & TACOMA	GLENOGLE	Brit. str.	—	W. Frakes	DODWELL & Co., LIMITED	On 3rd July.
VANCOUVER, VIA SHANGHAI, &c.	EMPRESS OF INDIA	Brit. str.	—	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. Co.	On 27th inst.
PORTLAND, OREGON, &c.	ARGYLL	Brit. str.	—	S. Thomson	DODWELL & Co., LIMITED	On 30th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF PEKING	Amr. str.	—		PACIFIC MAIL S. S. Co.	On 5th July, at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	COPTIC	Brit. str.	—		O. & O. S. S. Co.	On 19th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	AMERICA MARU	Jap. str.	—		TOYO KISEN KAISHA	On 26th inst., at Noon.
SAN DIEGO, &c., VIA KOBE, &c.	THYRA	Brit. str.	—		BUTTERFIELD & SWIRE	On or about 30th inst.
AUSTRALIAN PORTS	FUTAMI MARU	Jap. str.	—	J. Thom	NIPPON YUSEN KAISHA	On 29th inst., at 4 P.M.
AUSTRALIAN PORTS	AUSTRALIAN	Brit. str.	—	Helms	GIBB, LIVINGSTON & Co.	On 21st inst. at 5 P.M.
YOKOHAMA & KOBE	TRIESTE	Aus. str.	—	R. Mitis	SANDER, WIELER & Co.	On 16th inst., P.M.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
NAGASAKI & WLADIVOSTOCK	DAPHNE	Ger. str.	—	Nissen	SIEMSSEN & Co.	On 19th inst., at Noon.
MOJI, KOBE & YOKOHAMA	KAGOSHIMA MARU	Jap. str.	—	R. Nunome	NIPPON YUSEN KAISHA	On 19th inst., at Daylight.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SYDNEY	Fren. str.	—	Aubert	MESSAGERIES MARITIMES	On 16th inst.
SHANGHAI, CHEMULPO & NAGASAKI	MIKAWA MARU	Jap. str.	—	M. Takahashi	NIPPON YUSEN KAISHA	On 19th inst., at 4 P.M.
SHANGHAI	VALETTA	Brit. str.	—	F. N. Tillard, R.N.R.	P. & O. S. N. Co.	On or about 23rd inst.
SWATOW, AMOY & TAIWANFOO	ANPING MARU	Jap. str.	—	I. Sato	MITSUI BUSSAN KAISHA	On 27th inst., at Daylight.
SWATOW, AMOY & TAMSUI	TAMSUI MARU	Jap. str.	—	H. Nagata	MITSUI BUSSAN KAISHA	On 17th inst., at Daylight.
AMOY, SAMARANG & SOURABAYA	SHANTUNG	Brit. str.	—	Quail	BUTTERFIELD & SWIRE	To-morrow.
MANILA DIRECT	MENMUIR	Brit. str.	—	Almond	SHEWAN TOMES & Co.	On 18th inst., at 5 P.M.
MANILA	LOONGSANG	Brit. str.	—	Weigall	JARDINE, MATHESON & Co.	On 19th inst., at 4 P.M.
MANILA	SUNGKIANG	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 18th inst., at 4 P.M.
MANILA VIA AMOY	ESMERALDA	Brit. str.	—	Blaxland	SHEWAN TOMES & Co.	On 21st inst., at 4 P.M.
BOMBAY, VIA SINGAPORE & COLOMBO	HIROSHIMA MARU	Jap. str.	—	S. Tsuji	NIPPON YUSEN KAISHA	On 22nd inst., at Noon.

SHIPPING.

ARRIVALS.

June 13, HERMES, Norwegian str., 894, Jensson, Canton 12th June, General.—JARDINE, MATHESON & Co.

June 13, CHINKIANG, British str., 1,241, J. Vaughan, R.N.R., Tongku 6th June, Peanuts.—BUTTERFIELD & SWIRE.

June 13, SOCOTRA, British str., 3,896, T. H. Hide, R.N.R., Kobe 2nd June, General.—P. & O. S. N. Co.

June 13, BENMOHR, British steamer, 1,928, A. Wallace, Saigon 9th June, Rice.—GIBB, LIVINGSTON & Co.

June 13, GERMANIA, German str., 1,714, L. Moller, Saigon 9th June, Rice.—JEBSEN & Co.

June 13, KWEIYANG, British str., 1,086, A. W. Outerbridge, Tientsin 6th June, Peanuts.—BUTTERFIELD & SWIRE.

June 13, TETARTOS, German str., 1,578, Desler, Saigon 9th June, Rice.—SIEMSSEN & Co.

June 13, BURDEN, British str., 1,865, Wilson, Cardiff 27th April and Singapore 6th June, Coal.—CAPTAIN.

June 13, DAPHNE, German str., 1,290, Th. Nissen, Swatow 12th June, Ballast.—SIEMSSEN & Co.

June 13, NINGPO, British steamer, 1,210, Phillips, Wuhu and Chinkiang 8th June, Rice.—BUTTERFIELD & SWIRE.

June 13, TAMSUI MARU, Japanese str., 1,037, G. Nagata, Swatow 12th June, General.—M. B. KAISHA.

June 13, CHOYSANG, British str., 1,194, G. H. Bowker, Shanghai 10th June, General.—JARDINE, MATHESON & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, 13TH JUNE.

Passipartout, Norw. bark, for Port Townsend.
Hongkong, French str., for Haiphong.
Clara, German str., for Hoihow.
Hermes, Norw. str., for Hongay.
Abner Coburn, Amr. ship, for Port Townsend.
Hoihao, French str., for Hoihow.

DEPARTURES.

June 12, P. C. KLAO, British str., for Bangkok.
June 13, DRUMMOND, British str., for Singapore.
June 13, GISELA, Italian str., for Bombay.
June 13, WONGKOI, British str., for Swatow.
June 13, AWA MARU, Jap. str., for London.
June 13, ANPING MARU, Jap. str., for Swatow.
June 13, HAIMEN, British str., for Swatow.
June 13, BEAEMAR, Brit. str., for Portland, Or.
June 13, VICTORIA, Swedish str., for N'chwang.
June 13, HUE, French str., for Kwongchauwan.
June 13, FUSHUN, Chinese str., for Shanghai.
June 13, AGAMEMNON, Brit. str., for London.
June 13, CHINKIANG, British str., for Canton.
June 13, KWEIYANG, British str., for Canton.

VESSELS IN DOCK.

ABERDEEN DOCKS—

KOWLOON DOCKS.—U.S.S. Monterey, W. H. Smith, U.S.S. Oregon, Changsha, Hainan, Freiburg, Fatshan, Tam O'Shanter.

COSMOPOLITAN DOCK.—Independent, Coptic, Goodwin.

SHIPPING REPORTS.

The British steamer *Kweiyang*, from Tientsin 6th June, had variable southerly wind and fine weather.

The British steamer *Choysang*, from Shanghai 10th June, had light to moderate variable winds and heavy rains.

The British steamer *Benmohr*, from Saigon 9th June, had fine weather and smooth sea; rain squalls latter part of voyage.

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.
(Taking Cargo at LONDON rates.)

THE Company's Steamship

"DIOMED,"

Captain Goodwin, will be despatched as above TO-DAY, the 14th inst.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 12th June, 1900. [1368

CHINA NAVIGATION COMPANY, LIMITED.

FOR AMOY, SAMARANG & SOURABAYA.

THE Company Steamship

"SHANTUNG,"

Captain Quail, will be despatched as above TO-MORROW, the 15th June.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 29th May, 1900. [1580

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"TRIESTE,"

Captain R. Mitis, will leave for the above places on SATURDAY, the 16th inst., p.m.

For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents.

Hongkong, 12th June, 1900. [6

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU,"

Captain H. Nagata, will be despatched for the above ports on SUNDAY, the 17th inst., at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 11th June, 1900. [15

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG,"

Captain Moore, will be despatched as above on MONDAY, the 18th inst., at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 12th June, 1900. 1720

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's Steamship

"MENMUIR,"

Captain Almond, will be despatched as above on MONDAY, the 18th June, at 5 P.M.

The attention of Passengers is directed to the excellent accomodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A doctor is carried.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 9th June, 1900. 1705

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain Weigall, will be despatched as above on TUESDAY, the 19th inst., at 4 P.M.

This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 13th June, 1900. [1742

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA MANILA.

THE Company's Steamship

"CHINGWO,"

H. Harris, Commander, will be despatched as above on WEDNESDAY, the 20th inst.

For Freight, &c., apply to
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 7th June, 1900. 1695

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"ESMERALDA,"

Captain Blaxland, will be despatched as above on THURSDAY, the 21st inst., at 4 P.M.

This steamer has Superior accommodation for Passengers and is fitted with the Electric Light.

A doctor is carried.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 14th June, 1900. [1734

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
AND ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT *SOUTHAMPTON* TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.		SAILING DATES.
SACHSEN	THURSDAY	14th June.
OLDENBERG	THURSDAY	28th June.
BAYERN	THURSDAY	12th July.
STUTTGART	THURSDAY	26th July.
KONIG ALBERT	THURSDAY	9th August.
WEIMAR	THURSDAY	23rd August.
PRINZ HEINRICH	THURSDAY	6th September.
PREUSSEN	THURSDAY	20th September.
HAMBURG (Hamburg-Amerika Line)	WEDNESDAY	3rd October.
SACHSEN	WEDNESDAY	17th October.
OLDENBURG	WEDNESDAY	31st October.
BAYERN	WEDNESDAY	14th November.
STUTTGART	WEDNESDAY	28th November.

ON THURSDAY, the 14th day of June, 1900, at NOON, the Steamship "SACHSEN," of the NORDDEUTSCHER LLOYD, Captain G. Dannemann, with, MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on TUESDAY, the 12th June. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 13th June, and Parcels will be received at the Agency's Office until NOON, on WEDNESDAY, the 13th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO.,
AGENTS.

Hongkong, 31st May, 1900. [8

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR		STEAMERS	TO SAIL ON	REMARKS.
MARSEILLES AND LONDON		SOCOTRA, T. H. Hide, R.N.R.	About 15th June	Freight.
LONDON, &c.		CLYDE, E. Street	Noon, 23rd June	*See Special Advertisement.*
SHANGHAI		VALETTA, F. N. Tillard, R.N.R.	About 23rd June	Freight or Passage.

For Further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 27th March, 1900. [1

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU, R. Nunome	MOJI, KOBE and YOKOHAMA	TUESDAY, 19th June, at DAYLIGHT.
MIKAWA MARU, M. Takahashi	SHANGHAI, CHEMULPO and NAGASAKI	TUESDAY, 19th June, at 4 P.M.
HIROSHIMA MARU, S. Tsuji	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 22nd June, at NOON.
YAWATA MARU, A. E. Moses	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 23rd June, at NOON.
INABA MARU, W. Bainbridge	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 29th June, at DAYLIGHT.
FUTAMI MARU, J. Thom	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE	FRIDAY, 29th June, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 28th May, 1900. [12

VESSELS ON THE BERTH

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.

"EMPRESS OF INDIA"...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 27th June, 1900
"EMPRESS OF JAPAN"...Comdr. G. A. Lee, R.N.R. ....WEDNESDAY, 18th July, 1900
"EMPRESS OF CHINA"..Comdr. R. Archibald, R.N.R. ....WEDNESDAY, 8th Aug., 1900

THE magnificent TWIN-SCREW STEAMHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder Street.

Hongkong, 7th June, 1900. [9

NORDDEUTSCHER LLOYD (FREIGHT SERVICE). HAMBURG-AMERIKA LINE. (FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE; BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
ARMENIA, Capt. Ostermann	NEW YORK (via Suez Canal)	About 30th June	Freight.
SAMBIA, Capt. G Schmidt	HAVRE and HAMBURG (London with transhipment in Hamburg)	About 2nd July	Freight.
WITTENBERG, Capt. Hempel	HAVRE & HAMBURG (London with transhipment in Hamburg)	About 17th July	Freight.
* SAVOIA, Capt. Jäger	HAVRE & HAMBURG (London with transhipment in Hamburg)	About 31st July	Freight and Passage.
* SILESIA, Capt. Behrens	HAVRE & HAMBURG (London with transhipment in Hamburg)	About 8th Aug.	Freight and Passage.

* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to
CARLOWITZ & CO.,
AGENTS.
HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD
OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 18th June, 1900. [13

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.				FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.			
Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
GLENOGLE	3,750	W. Frakes	July 3	ARGYLL	2,807	W. S. Thomson	June 30
QUEEN ADELAIDE	2,832	F. McNair	July 25	MON'SHIRE	2,874	J. Kennedy	Aug. 4
DUKE OF FIFE	3,821	J. S. Cox	July 28	BEAEMAR	3,601	W. Watt	Aug. 25
VICTORIA	3,502	J. Panton	Aug. 7				

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £47.

Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery to the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route

HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, £28.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DYEA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and *one copy must be sent forward by the steamer* to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Orgeon, Goods Shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

Rates of Passage to other Points on application.

For further information as to Passage or Freight, apply to
DODWELL & CO., LIMITED,
General Agents.

Hongkong, 24th May, 1900. [10

PORT ARTHUR.

GRÜNBERG & REILLY.

STEVEDORES, SHIPPING & COMMISSION AGENTS.

(STEVEDORES TO THE SEA-GOING STEAMSHIP SERVICE OF THE CHINESE EASTERN RAILWAY COMPANY.)

Telegraphic Address "REILLY." 1441

VESSELS ON THE BERTH

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

COPTIC (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	TUESDAY, June 19, at NOON.
GAELIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	SATURDAY, July 14, at NOON.
DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	TUESDAY, Aug. 7 at NOON.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 19th June, 1900, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point *en route*.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,
Acting Agent.

Hongkong, 2nd May, 1900. [4

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR,"

Captain M. H. F. Jackson, will be despatched as above on TUESDAY, the 26th June.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 18th May, 1900. [1517

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU,"

Captain I. Sato, will be despatched for the above ports on WEDNESDAY, the 27th inst., at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 13th June, 1900. 1443

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG-AMERIKA LINIE HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ARMENIA,"

Captain Ostermann, will be despatched for the above port on or about 29th June.
For Freight, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 24th May, 1900. [1420

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN AND QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched for the above ports on THURSDAY, the 21st inst., at 5 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamer of the China Navigation Company and *vice versa*.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 6th June, 1900. 1689

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ACARA"

will be despatched for the above port on or about 15th July.
For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 1st June, 1900. 1645

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 18th June, 1900, at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.
This Steamer connects at COLOMBO with the S. S. *Polynesien*, which vessel takes on her Passengers and Mails, leaving that port on the 30th June direct to Suez, Port Said and Marseilles.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 17th June. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.
For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 6th June, 1900. [2

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"CLYDE,"

Captain E. Street, carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 23rd June, 1900, at NOON, taking passengers and cargo for the above ports.
Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.

Hongkong, 11th June, 1900. [1

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via S'hai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	THURSDAY, July 5, at NOON.
CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, July 31, at NOON.
CITY of RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Y'hama and Honolulu	SATURDAY, Aug. 25, at NOON.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 5th July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,
Acting Agent.

Hongkong, 11th June, 1900. [3

VESSELS ON THE BERTH

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, June 26, 1900, at NOON.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	SATURDAY, July 21, 1900, at NOON.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	THURSDAY, Aug. 16, 1900, at NOON.

THE Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 26th June, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,
Acting Agent.

Hongkong, 4th June, 1900. [5

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.
PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND HONOLULU.
TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.
THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "THYRA" 3,812 Tons	About 30th June.
S.S. "ENERGIA"	About 31st July.
S.S. "CARLISLE CITY"	About 20th Aug.
S.S. "STRATHGYLE"	About 15th Sept.

THE Steamship "THYRA" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE, YOKOHAMA and HONOLULU on or about 30th June.
Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.
Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.

Hongkong, 11th June, 1900. [14

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ETTRICKDALE"

will be despatched for the above port on or about the 6th July, and the
Steamship
"SIKH",
on or about the 13th July. They will be followed by the
Steamship
"AFGHANISTAN."
For Freight, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 12th June, 1900. [1641

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"MENELAUS,"

Captain Towell, will be despatched as above on TUESDAY, the 10th July.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 5th June, 1900. [1665

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROB. M. SLOMAN & CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ALBENGA,"

Capt. Petersen, will be despatched for the above port on or about 24th July.
For Freight, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 30th May, 1900. 1617

FOR NEW YORK.

THE 3/3 A. 1 1 American Barque

"J. B. WALKER,"

Wallace, Commander, is ready to load and will be despatched latest end of this month.
For Freight, apply to
SIEMSSEN & CO.

Hongkong, 13th June, 1900. 1737

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.

Hongkong, 4th August, 1897.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—
ABNER COBORN, Amer. ship, Colcord.—Order

HONGKONG.

STEAMERS.

Benmohr, British str., 1,928, Wallace, June 13, Gibb, Livingston & Co
Benvenue, British str., 1,467, Potter, June 8, Gibb, Livingston & Co
Burden, British str., 1,865, Wilson, June 13, Captain
Changsha, British str., 1,463, Moore, May 29, Butterfield & Swire
Choysang, British str., 1,194, Bowker, June 13, Jardine, Matheson & Co
Clara, German steamer, 675, Hansen, June 11, Jebsen & Co
Coptic, British steamer, 2,744, Rinder, June 8, O. & O. S. S. Co
Daphne, German str., 1,290, Nissen, June 13, Siemssen & Co
Diomed, British str., 3,500, Goodwin, June 11, Butterfield & Swire
Freiburg, German str., 3,970, Prosch, June 1, Siemssen & Co
Germania, German str., 1,714, Moller, June 13, Jebsen & Co
Goodwin, British str., 2,832, Jackson, June 4, Dodwell & Co., Limited
Hainan, German steamer, 648, Clausen, June 2, Siemssen & Co
Hermes, Norwegian str., 849, Jenssen, June 8, Jardine, Matheson & Co
Hinsang, British str., 1,418, Lake, June 6, Jardine, Matheson & Co
Hoihao, French steamer, 507, Godinan, June 11, A. R. Marty
Holstein, German str., 935, Ipland, June 11, Jebsen & Co
Hongkong, French str., 862, Pannier, June 11, A. R. Marty
Independent, Ger. str., 871, Holtz, April 12, Sander, Wieler & Co
Keongwai, British str., 1,115, Groves, June 11, Butterfield & Swire
Kutsang, British str., 1,495, Bradley, June 1, Jardine, Matheson & Co
Loongsang, British str., 1,080, Weigall, June 12, Jardine, Matheson & Co
Loosok, German str., 1,020, Jackson, June 8, Chinese
Milos, German steamer, 1,694, Hille, June 10, Order
Mongkut, German str., 859, Barkens, June 9, Chinese
Ningpo, British str., 1,240, Phillips, June 13, Butterfield & Swire
Progress, Ger. str., 687, Brandt, June 11, Siemssen & Co
Sachsen, Ger. str., 3,118, Dannemann, June 12, Melchers & Co
St. Andrews, Norw. str., 1,972, Horgen, June 9, Arnhold, Karberg & Co
Sandukan, German str., 1,374, Muhle, June 4, Mechlers & Co
Shantung, British str., 1,835, Sales, June 12, Butterfield & Swire
Silesia, German str., 3,148, Behrens, June 8, Siemssen & Co
Socotra, British steamer, 3,896, Hide, June 13, P. & O. S. N. Co
Taiwan Maru, Jap. str., 1,482, Mikuni, June 10, M. B. Kaisha
Tamsui Maru, Jap. str., 1,075, Nagata, June 13, M. B. Kaisha
Tetartos, German str., 1,578, Desler, June 13, Siemssen & Co

SAILING VESSELS.

Abner Coborn, Amr. ship, 1,878, Colcord, May 14, Chinese
Bittern, British schooner, 399, Askin, June 3, Siemssen & Co
Cedarbank, British 4-m. bark, 2,649, Batchelor, June 3, Admiralty
Esmeralda, British sch., 130, Harrison, April 14, Jardine, Matheson & Co
Franz, Danish barkentine, 353, Pedersen, April 23, East Asiatic Trading Co
J. B. Walker, Amr. ship, 2,105, Wallace, June 2, Siemssen & Co
Passepartadt, Norw. bark, 514, Gundersen, May 22, Order
Tam O'Shanter, Amr. ship, 1,432, Ballard, May 16, Standard Oil Co
Wm. H. Smith, Amr. sh., 1,800, Colley, Mar. 27, Standard Oil Co

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 2,000 h.p., Comdr. C. G. F. M. Cradock, at Weihaiwei
Algerine, sloop, 6 guns, 1,100 h.p., Comdr. R. H. Johnston Stewart, at Taku
Aurora, cruiser, 12 guns, 8,500 h.p., Capt. E. H. Bayly, at Weihaiwei
Barfleur, battle-ship, 14 guns, 9,000 h.p., Capt. G. I. S. Warrender, at Weihaiwei
Bonaventure, cruiser, 10 guns, 7,000 h.p., Capt. R. A. J. Montgomerie, C.B., at Manila
Brisk, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B. R. S. Wrey, Bart., at Singapore
Centurion, flag-ship, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, at Weihaiwei
Daphne, sloop, 8 guns, 1,400 h.p., Comdr. C. Winnington-Ingram, at Hongkong
Endymion, cruiser, 12 guns, 10,000 h.p., Capt. G. A. Callaghan, at Weihaiwei
Esk, gun-boat, 3 guns, 200 h.p., Lieut. and Comdr. C. Chadwick, at Shanghai
Fame, torpedo-boat destroyer, 6 guns, 5,700 h.p., Lieut. and Comdr. Roger Keyes, at Weihaiwei
Firebrand, gun-boat, 4 guns, 360 h.p., in reserve, at Hongkong
Goliath, battle-ship, 16 guns, 12,950 tons, 13,500 h.p., Capt. Lewis E. Wintz, left England
Handy, torpedo-boat destroyer, 6 guns, 4,000 h.p., in reserve, at Hongkong
Hart, torpedo-boat destroyer, 6 guns, 4,000 h.p., in reserve, at Hongkong
Hermione, cruiser, 10 guns, 7,000 h.p., Capt. R. S. D. Cumming, at Shanghai
Humber, storeship, Comdr. H. J. Davison, at Weihaiwei
Janus, torpedo-boat destroyer, left England
Linnet, gun-vessel, 2 guns, 870 h.p., Comdr. Wm. W. Smythe, at Weihaiwei
Orlando, cruiser, 12 guns, 8,500 h.p., Capt. J. H. T. Burke, at Taku
Otter, torpedo-boat destroyer, left England
Peacock, gun-boat, 6 guns, 720 h.p., Lieut.-Commander C. P. Coode, at Shanghai
Phœnix, sloop, 6 guns, 1,100 h.p., Comdr. R. G. Fraser, at Weihaiwei
Pigmy, gun-boat, 6 guns, 720 h.p., Lieut.-Com. J. F. E. Green, at Manila
Pique, cruiser, 8 guns, 3,600 tons, 7,000 h.p., Natl. Dt. 9,000 F. D., Capt. H. C. Reynolds, at Singapore
Plover, gun-boat, 6 guns, 720 h.p., Lieut.-Comdr. C. V. de M. Cowper, at Singapore
Redpole, gun-boat, 6 guns, 720 h.p., Lieut.-Comdr. Charles F. Corbett, at Hongkong
Robin, river gun-boat, Lieut.-Comdr. Godfrey G. Webster, at West River
Rosario, sloop, 6 guns, 980 tons, 1,400 h.p., Comdr. A. W. Hamilton, at Hongkong
Sandpiper, river gun-boat, 2 guns, Lieut.-Com. Carr, West River
Snipe, river gun-boat, 2 guns, 240 h.p., Lieut.-Comdr. Oldham, Yangtsze
Swift, gun-vessel, 2 guns, 870 h.p., in reserve, at Hongkong
Tamar, receiving ship, Commodore Francis Powell, C.B., at Hongkong
Terrible, 1st class cruiser, Capt. Percy M. Scott, C.B., at Hongkong
Tweed, gun-boat 3 guns, 200 h.p., in Reserve, at Hongkong
Undaunted, armoured cruiser, 12 guns, 5,500 h.p., Capt. A. C. Clarke, at Singapore
Waterwitch, surveying ship, 450 i.h.p., Lieut.-Comdr. W. O. Lyne, surveying
Whiting, torpedo-boat destroyer, 6 guns, 5,900 h.p., Lieut. and Comdr. Moreton, at Weihaiwei
Wivern, coast defence ship, armoured, 4 guns, 1,000 h.p., at Hongkong
Woodlark, gun-boat, 2 guns, 550 h.p., Lieut. R. A. Norton, on Yangtsze
Woodcock, gun-boat, 2 guns, 560 h.p., Yangtsze

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Admiral Korniloff, Russian protected cruiser, 36 guns, 9,000 h.p., Capt. Jakovleff, at Nagasaki
Albay, American gunboat, Ensign D. W. Knox, at Zamboanga
Alcout, Russian gunboat, 8 guns, 1,200 h.p., Capt. Elkisky, at Vladivostock
Aspic, French gunboat, 6 guns, 453 h.p., Capt. Journot, at Bangkok
Baltimore, American protected cruiser, 10 guns, 4,413 h.p., Capt. J. M. Forsyth, at S'pore
Basco, American gunboat, Naval Cadet C. H. Fischer, at Manila
Bennington, American gunboat, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Cebu
Bobr, Russian gun-vessel, 13 guns, 1,150 h.p., Capt. Dobrovolsky, at Nagasaki
Brooklyn, American battleship, Captain C. M. Thomas, at Manila
Butus, American collier, Lieut.-Comdr. C. J. Boush, at Guam
Calamines, American gunboat, Lieut. J. M. Luby, at Manila
Callao, American gunboat, 1 gun, 55 h.p., Lieut. G. E. Bradshaw, at Zamboanga
Carlo Alberto, Italian cruiser, Comdr. Cate, at Singapore
Castine, American gunboat, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Nagasaki
Celtic, American supply ship, 1,890 h.p., Lieut.-Comdr. N. J. K. Patch, at Sydney
Concord, American gunboat, 6 guns, 3,405 h.p., Comdr. S. M. Ackley, at Iloilo
Culgoa, American supply ship, Comdr. W. H. Everett, at Sydney
D'Entrecasteaux, French flagship, 14 guns, 13,500 h.p., Capt. de Marolles, at Japan
Descartes, French cruiser, Captain Philibert, at Japan
Dimitri Donskoy, Russian armoured cruiser, 34 guns, 7,000 h.p., Comdr. Sharon at Vladivostock
Don Juan de Austria, American gunboat, Com. T. C. McLean, at Hongkong
Echireur, French gunboat, 8 guns, 2,050 h.p., Capt. Texier, at Taku
Elba, Italian cruiser, 18 guns, Capt. Ceccoli, at Shanghai
Gaidamak, Russian torpedo boat, 18 guns, 3,509 h.p., Capt. Serbrenniff, at Vladivostock
Gardoqui, American gunboat, Ensign G. Chase, at Manila
Gefion, German cruiser, 10 guns, 9,000 h.p., Capt. Kollmann, at Manila
Glacier, American supply ship, Lieut.-Comdr. J. A. Norris, at Manila
Gromiatschy, Russian armoured cruiser, 12 guns, 2,000 h.p., Capt. Miklashevsky, at Nagasaki
Hansa, German cruiser, 35 guns, Capt. Pohle, at Singapore
Helena, American gunboat, 8 guns, 1998 h.p., Comdr. E. K. Moore, cruising
Hertha, German cruiser, 30 guns,—h.p., Capt. von Usedom, at Nagasaki
Iltis, German gunboat, 10 guns, 1,600 h.p., Capt. H. H. Lans, at Kobe
Irene, German cruiser, 22 guns, 8,000 h.p., Capt. Stein, at Nagasaki
Iris, American collier, Master E. F. E. Foss, at Manila
Isla de Cuba, American gunboat, Comdr. E. P. Gilmore, at Manila
Isla de Luzon, American gunboat, Comdr. J. V. B. Bleecker, at Manila
Jaguar, German cruiser, Capt. Kinderling, at——
Jean Bart, French cruiser, 10 guns, 8,000 h.p., Capt. Auber, at Nagasaki
Kaiserin Augusta, German cruiser, 20 guns, 14,030 h.p., Capt. Guelich, at Shanghai
Kersaint, French gun-vessel, 13 guns, 2,200 h.p., Captain de la Motte du Portail, at Saigon.
Korevetz, Russian cruiser, 9 guns, 2,150 h.p., Capt. Sillmann, at Nagasaki
Liguria, Italian cruiser, Capt. Lecconi, at Singapore
Lion, French gunboat, 4 guns, 500 h.p., Capt. Frost, at Canton
Mandjour, Russian cruiser, 14 guns, 1,400 h.p., Capt. Yakoveff, at Chemulpo
Manila, American gunboat, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Zamboanga
Manilano, American gunboat, Ensign I. C. Wettengel, at Manila
Marco Polo, Italian cruiser, 22 guns, 10,000 h.p., Capt. Ed. Incaronato, at Singapore
Marietta, American gunboat, Comdr. E. H. Gheen, cruising
Mariveles, American gunboat, Ensign C. E. Gilpin, at Manila
Mindoro, American gunboat, Ensign A. H. McCarthy, at Subic Bay
Monadnock, American double-turret monitor, 6 guns, 3,000 h.p., Capt. J. McGowan, at Manila
Monocacy, American gunboat, 6 guns, 850 h.p., Comdr. Geo. A. Bicknell, at Shanghai
Monterey, American monitor, Capt. G. W. Pigman, at Hongkong
Nanshan, American collier, Master E. F. Stovell, cruising
Nashville, American gunboat, Comdr. R. P. Rodgers, cruising
Navarin, Russian battleship, 2 guns, 1,130 h.p., Capt. Yenish, at Nagasaki
Newark, American cruiser, Capt. B. McCullum, at Manila
New Orleans, American cruiser, Captain E. Longnecker, at Manila
Oregon, American battle-ship, 16 guns, 11,111 h.p., Capt. G. F. F. Wilde, at Hongkong
Otravzny, Russian armoured cruiser, 12 guns 2,500 h.p., Comdr. Coprianoff, at Nagasaki
Pampanga, American gunboat, Lieut. F. R. Payne, at Iloilo
Panay, American gunboat, Ensign A. Kautz, at Cebu
Paraguan, American gunboat, Lieut.- W. C. Davidson, at Manila
Pascal, French cruiser, 14 guns, 8,500 h.p., Capt. Motet, at Shanghai
Petrel, American gunboat, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila
Petropavlovsk, Russian battle-ship, 12,000 tons, Capt. Grevais, at Nagasaki
Piedmonte, Italian cruiser, 12 guns, 12,000 h.p., Capt. F. Giuliani, at Singapore
Presidente Sarmiento, Argentine frigate, 16 guns, 2,000 h.p., Capt. Betheder, at Manila
Princeton, American gunboat, 6 guns, 800 h.p., Comdr. Harry Knox, at Aparri
Razbonik, Russian cruiser, Capt. Kamaroff, at Manila
Rossia, Russian cruiser, Capt. Domojiroff, 22 guns, 14,500 h.p., h.p., at Port Arthur
Rurik, Russian flag-ship, 48 guns, 13,500 h.p., Comdr. Haupt, at Port Arthur
Samar, American gun-boat, Ensign H. C. Mustin, cruising
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barranoff, at Port Arthur
Sissoi Veliky, Russian battleship, 14 guns, 8,500 h.p. Capt. Mollas, at Nagasaki
Sivoutch, Russian gunboat, 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki
Solace, American transport, Comdr. A. Dunlap, *en route* United States
Surprise, French gun-boat, 2 guns, 900 h.p., Capt. Mornet, at Kwangchauwan
Valkyrien, Danish cruiser, 3,000 tons, Prince Valdemar, at Singapore
Vauban, French cruiser, 11 guns, 4,560 h.p., Capt. Blondel, at Kwongchau Wan
Vladimir Monomach, Russian cruiser, 16 guns, Capt. Prince Ouchtomsky, at Nagasaki
Vsadnik, Russian torpedo-boat, 18 guns, 1,500 h.p. Capt. Rogulia, at Port Arthur
Wheeling, American gun-boat, 6 guns, 1,100 h.p. Comdr. W. T. Burwell, at Shanghai
Yorktown, American gun-boat, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Zamboanga
Yosemite, American converted cruiser, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Guam
Zabiaka, Russian cruiser, 20 guns, 2,000, h.p., Capt. Shkruff, at Port Arthur
Zafiro, American supply ship, Capt. Pridend, at Manila
Zenta, Austrian cruiser, 2,500 tons, 9,000 h.p., Capt. E. Thomann von Montalmar, at Swatow
Zaire, Portuguese gunboat, 528 tons, Captain Mello, at Macao

THE TROPICAL AGRICULTURIST.

MONTHLY RECORD OF INFORMATION FOR PLANTERS OF
Tea, Cacao, Cinchona, Coffee, Indiarubber, Sugar, Palms, Cotton, Cardamoms, Kola, Coca, Cinnamon, Nutmegs, Fibrous Plants, and other Products suited for Cultivation in the Tropics.
Published at *Observer* Office, Colombo, Ceylon.

THE TROPICAL AGRICULTURIST has now an assured position in its large circulation in Ceylon, Southern and even Central and Northern India, the Straits Settlements, Sumatra, Java, Borneo, Northern Australia, Queensland, Central America, Natal, Mauritius and the West Indies. From all sub-tropical planting settlements we have had cordial approval of the publication and an encouraging measure of support. The *English*, Indian and Colonial Press has spoken in commendatory terms of the *T. A.*, as also Directors of Public Gardens from Sir Joseph Hooker, F.R.S., downwards, and so have all planters.

No Planter should be without it.

Subscription, including postage, in advance: £1 Sterling——Rupees 12——5 Dollars. Single copies 2s. or R1½ back copies 3s. or R1½.

Any one of the four volumes completed, bound in cloth, lettered, with comprehensive index for £1 10s. (or R18), carriage prepaid.

As a medium for English, American, and Australian ADVERTISEMENTS of goods suitable for the tropics, India, as well as Ceylon, the Straits Settlements, Java, and West Indies, or connected with agriculture, the *Tropical Agriculturist* stands unrivalled, the work being constantly in the hands of Native as well as European and American agriculturists. Being a Monthly Periodical, the *Tropical Agriculturist* lies on the table and is very often referred to during each month.

Mr. W. T. Thiselton Dyer, F.L.S., C.M.G., Assistant Director of Kew Gardens, writing of the T. A., refers to it as "an astonishing repertory of everything relating to the economic botany of the East."

For the sale of plants, seeds, machinery, implements, &c., used in tropical (tea, sugar, fibres, &c.) agriculture, no better advertising medium exists.

Rates for Advertisments. [9 words to line.]

12 lines and under per Line	0s. 9d.	(8 annas.)
Above twelve	0 8	(7 „
Quarter Page (once) 17s.	R10	5 per cent. off for each additional insertion.
Half „	£1 8s.	R17
Whole „	£2	R24

For long contracts, special reductions.
Communications respecting advertisements and subscriptions may be addressed to
A. M. & J. FERGUSON, Colombo,
"Hongkong Daily Press" Office,
or Agents in parts of the world.

POST OFFICE NOTICES.

The *America Maru*, with the American Mail, left Yokohama on Friday, the 8th instant, at daylight, and may be expected here on or about Friday, the 15th instant.

The *Sydney*, with the French Mail of the 15th ult., left Saigon on Wednesday, the 13th instant, at 1 p.m., and may be expected here on or about Saturday, the 16th instant. This Packet brings replies to letters despatched from Hongkong on 14th April.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Haiphong	*Hongkong*	Thurs., 14th, 10.00 A.M.
EUROPE, &c., India via Tuticorin (Late Letters 11.10 to 11.30 a.m. Extra postage 10 cents.)	*Sachsen*	Thursday, 14th Registration 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters ......11.00 A.M.
Macao	*Heungshan*	Thurs., 14th, 0.15 A.M.
Shanghai	*Shansi*	Thurs., 14th, 1.00 P.M.
Samshui and Wuchow	*Samshui*	Thurs., 14th, 4.00 P.M.
Moji	*Taican Maru*	Thurs., 14th, 5.00 P.M.
Bangkok	*Mongkut*	Friday, 15th, 9.00 A.M.
Bangkok	*Loosok*	Friday, 15th, 9.00 A.M.
Macao	*Heungshan*	Friday, 15th, 12.15 P.M.
Swatow and Singapore	*Kutsang*	Friday, 15th, 2.00 P.M.
Amoy, Samarang and Sourabaya	*Shantung*	Friday, 15th, 3.00 P.M.
Yokohama and Kobe	*Trieste*	Saturday, 16th, 3.30 P.M.
EUROPE, &C. INDIA VIA TUTICORIN (Late Letters 12.10 to 12.30 p.m. Extra Postage 10 cents)	*Indus*	Monday, 18th Circulars 9.00 A.M. Registration 11.00 A.M. Papers 11.30 A.M. (Registration, with late fee of 10 cents, up to 11.45 A.M.) Letters ...... Noon.
Manila	*Sungkiang*	Monday, 18th, 3.00 P.M.
Samshui and Wuchow	*Wuchow*	Monday, 18th, 4.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)	*Coptic*	Tuesday, 19th Registration...10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters ......11.00 A.M.
Manila	*Loongsang*	Tuesday, 19th, 3.00 P.M.
EUROPE, &c., India via Tuticorin (Late Letters 11.10 to 11.30 a.m. Extra Postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the Mail. Extra postage 10 cents)	*Clyde*	Saturday, 23rd Circulars ...... 8.00 A.M. Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Papers ......10.30 A.M. Letters ......11.00 A.M.
Singapore	*Antenor*	Monday, 25th, 5.00 P.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA, VICTORIA and VANCOUVER, B.C. (Supplementary mail on board up to the time fixed for departure of the Mail. Extra postage 10 cents)	*Empress of India*	Wednesday, 27th Registration 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters ......11.00 A.M.

TO-DAY.

Sale, Furniture, Sales Rooms, Mr. V. I. Remedios, 2.30 p.m.

Sale, Furniture, 6, Lyeemoon Villas, Kowloon, Mr. G. P. Lammert, 2.45 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

WEDNESDAY, 13th June.

EXCHANGE.

ON LONDON.—
Telegraphic Transfer 1/11⅞
Bank Bills, on demand 1/11¼
Bank Bills, at 30 days' sight 1/11⅜
Bank Bills, at 4 months' sight 1/11½
Credits, at 4 months' sight 1/11½
Documentary Bills, 4 months' sight 2/0

ON PARIS.—
Bank Bills, on demand 2.46½
Credits, at 4 month's sight 2.50½

ON GERMANY.—
On demand 2.00

ON NEW YORK.—
Bank Bills, on demand 47⅞
Credits, 60 days' sight 48⅜

ON BOMBAY.—
Telegraphic Transfer 146
Bank, on demand 146½

ON CALCUTTA.—
Telegraphic Transfer 146
Bank, on demand 146½

ON SHANGHAI.—
Bank, at sight 72½
Private, 30 days' sight 73½

ON YOKOHAMA.—
On demand ......3½ p.c. pm

ON MANILA.—
On demand ......2½ p.c. pm

ON SINGAPORE.—
On demand ......1½ p.c. pm

ON BATAVIA.—
On demand 117½

ON HAIPHONG.—
On demand ......3 p.c. pm

ON SAIGON.—
On demand ......2½ p.c. pm

ON BANGKOK.—
On demand 117½

SOVEREIGNS, Bank's Buying Rate 10.13
GOLD LEAF, 100 fine, per tael 52.85
BAR SILVER, per oz. 27⅛

OPIUM.

Quotations are:— Allow'ce net. to 1 catty.

Malwa New	$880	to —		per picul.
Malwa Old	$910	to $920		"
Malwa Older	$940	to $950		"
P. P'per-wrapped	$870	to —		"
Persian fine quality	$910	to —		"
Persian extra fine	$925	to —		"
Patna New	$1,025	to —		per chest.
Patna Old	$1,085			
Benares New	$1,025			
Benares Old	$ —			

PASSENGERS.

ARRIVED.

Per *Choysang*, from Shanghai, Lieut. Jetwall and Mr. Redhead.

DEPARTED.

Per *Bayern*, for Shanghai, from Hamburg, Mr. Grainger and family, Miss Schroeder and Mr. E. Gehrke; from Genoa, Messrs. P. Lucker, C. Westphal and T. Morat; from Naples, Capt. Kirchoff and Mr. T. Michels; from Penang, Mr. and Mrs. Mees; from Singapore, Mr. G. Weilschott and Miss Pietschmann; from Hongkong, Messrs. F. Hanch, A. Rouffart, A. R. Carre, A. Flegelbaub and A. Hillebrandt: for Nagasaki, from Hamburg, Mr. Thummler; from Penang, Misses Kimora, Oinesan and Otone; from Hongkong, Mr. and Mrs. M. Eisentark, Mr. and Mrs. M. Schairman: for Hiogo, from Genoa, Messrs. A. Fiaschi and E. Kellner: for Yokohama, from Hamburg, Mr. Muller; from Hongkong, Messrs. J. Bonhard and E. Dellanco.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P. M. steamer *City of Peking*, with Mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 29th ultimo.

The O. & O. steamer *Gaelic*, with Mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 6th inst.

THE FRENCH MAIL.

The M. M. steamer *Sydney*, with the next French mail, left Saigon on the 13th inst., at 1 p.m., for this port, and may be expected here on Saturday, the 16th instant.

THE CANADIAN MAIL.

The C. P. R. steamer *Empress of India* arrived at Yokohama on Monday, 11th June, at 6.30 a.m., and leaves again at 3 p.m. for Kobe, where she was due to arrive on Tuesday, at 2 p.m.

MERCHANT STEAMERS.

The E. & A. steamer *Siam* left Singapore on the 8th instant, and may be expected here on or about Thursday, the 14th instant.

The N. G. L. steamer *Wittenberg*, from Hamburg, left Singapore for this port on the 10th instant, and may be expected here on or about the 15th instant.

The N. Y. K. steamer *Kagoshima Maru* (Bombay Line) left Singapore for this port on the 9th instant, and is expected to arrive here on the 15th instant.

The N. P. steamer *Argyll* sailed from Portland for Japan and Hongkong on the 27th ult.

The N. P. steamer *Glenogle* sailed from Tacoma on the 30th ultimo for Japan and Hongkong.

The steamer *Kurdestan*, from New York, left Singapore for Manila, Hongkong, Shanghai, Kobe and Yokohama on the 9th instant.

The Austrian Lloyd's steamer *Trieste* left Singapore for this port on the 9th instant.

The China Mutual steamer *Moyune*, from Glasgow and Liverpool, is due at this port on the 2nd proximo.

The steamer *Verona* left Suez on the 7th instant, and is expected here on or about the 7th proximo.

The China Mutual steamer *Teenkai*, from Glasgow and Liverpool, is due at this port on the 12th proximo.

The "Ben" Line steamer *Benlomond*, from Antwerp and London, left Singapore on the 11th inst. for this port.

The O. S. S. steamer *Pyrrhus* left Singapore on the 12th instant, and is due in Hongkong on the 18th instant.

The O. S. S. steamer *Stentor* left Singapore on the 13th instant, and is due in Hongkong on 18th instant.

The Cal. & Oriental steamer *Thyra* left Yokohama on the 13th instant for Kobe, Moji and Hongkong.

PASSED THE CANAL.

OUTWARD.—2nd April.—*Benlawers.* 12th April—*Menelaus, Hitachi Maru.* 5th May.—*Dardanus, Trieste, Albenga, Frederica, Forest Dale.* 19th May.—*Pyrrhus.* 23rd May—*Sydney, Vindobona, Calanda, Kobe, Loostakken, Suihsiang.* 30th May.—*Valetta, Kintuck, Arana, Dresden.* 2nd June.—*Banca, Benyloe, Merionethshire, Sarpedon.* 6th June.—*Savoia, Holsatia, Stuttgart.* 9th June.—*Marie Valerie, Calchus, Erzherzog, F. Ferdinand.*

HOMEWARD.—25th April—*Parramatta.* April 28th—*Sado Maru, Konig Albert.* 9th April—*Annam, Java, Massilia.* 19th May.—*Candia.* 23rd May—*Pathan.* 30th May.—*Prinz Heinrich, Sibiria.* 2nd June.—*Machaon.* 6th June.—*Malacca, Tamba Maru.* 9th June.—*Kanagawa Maru, Prosseen.*

NOTICE OF REMOVAL.

THE Offices of the HONGKONG DAILY PRESS, CHUNG NGOI SAN PO, CHRONICLE & DIRECTORY, have this day been Removed to 9, PRAYA CENTRAL, Entrances East Lane, recently Messrs. Wendt & Co.'s Offices, behind Messrs. Shewan, Tomes & Co.'s premises.

Hongkong 1st May, 1900.

QUAN WAH & CO.,
DEALERS IN
ITALIAN MARBLE AND GRANITE MONUMENTS.
DESIGNS & PRICES on APPLICATION at No. 1, Queen's Road East, Hongkong
Hongkong, 17th October, 1899. [1914

SIEN TING
SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 23rd September, 1891. [808

JOINT STOCK SHARES.

HONGKONG, 13th June.

STOCKS.	NO. OF SHARES.	ISSUE VALUE.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	$125	$125	30/- div. & 10/- bonus at 1/11¼d.=$23.63½ for 2nd half year '99	316 p. ct. pr.=$320 [sellers
Bank of China & Japan, Ld.	109,875	£8	£4	None	£1.
Do. Deferred	1,250	£1	£1		£5. 5s.
National Bank of China, Ld.	19,970 A	£10	£8	2/8 for 1899	$27, sales and buyers
	29,055 B	£10	£8	2/8 at 1/1 7½=$1.36 for '99	$27
Do. Founders' Shares	750 fdrs.	£1	£1	None	$20
MARINE INSURANCES.					
Union Ins. Society, Ld.	10,000	$250	$50	30 p. ct.=$18 for 1898	$260, buyers
China Traders Ins. Co., Ld.	24,000	$83.33	$25	10p.ct. for yr. end. 30-4-99	$35, sellers
North China Ins. Co., Ld.	5,000	£200	£25	5 p.ct. final=10p.ct. in all for 1898	Tls. 165
Yangtsze Ins. Assocn., Ld.	8,000	$200	$60	$6=10 p. ct. for 1897	$121, sellers
Canton Insurce. Office, Ld.	10,000	$250	$50	$11 for 1898	$130, buyers
Straits Insurance Co., Ld.	30,000	$100	$20	5 per cent. for 1895	90 cents, buyers
FIRE INSURANCES.					
Hongkong Fire Ins. Co., Ld.	8,000	$250	$50	$27 for 1898	$295, sellers
China Fire Ins. Co., Ld.	20,000	$100	$20	$6 for 1898	$79, sales and buyers
SHIPPING.					
Hongkong, Canton and Macao S. B. Co., Ld.	80,000	$15	$15	$1.20 for half year ended 31-12-99	$31½, sellers
Indo-China S. N. Co., Ld.	60,000	£10	£10	3p.ct.&2p.ct. bonus for '98	$85, buyers
China & Manila S. S. Co., Ld.	6,000	$50	$50	20 per cent. for 1899 ex old Capital	$100 old c. new issue, 65, old cx.
	14,000	$50	$10		15½, sales new issue
Douglas Steamship Co., Ld.	20,000	$50	$50	12 per cent. for year ending 30-6-98	$48½, sellers
China Mutual S. N. Co., Limited, Preference	20,000	£10	£10	Final of 3p.ct.=6p.ct. for 1899 on prefce.	£10 10s.
Do. Ordinary	20,000	£10	£10	10 p. ct. & bonus of 3s. on Ord. account '99	£10 10s., sellers
Do. do.		£10	£5		£5 5s. buyers
Star Ferry Co., Limited	10,000	$10	$10	$1.05.=12 p. ct. for year ended 30-4-00	$18, sales and sellers
Shell Transport & Trading Co., Limited	18,000	£100	£100	Final of 5 p. ct.=8 p. ct. for 1890	£310, sales
REFINERIES.					
China Sugar Refining Company, Limited	20,000	$100	$100	Final of $5=$7 for '99 taken out of Equaln. Fund	$125, sellers
Luzon Sugar Refng. Co., Ld.	7,000	$100	$100	$3 for 1897	$30
MINING.					
Punjom Mining Co., Ld.	60,000	$8	$7	None	$0.10, buyers
Do. Preference	30,000	$1	$1		$1.30
Société Fran. des Charbonnages du Tonkin	16,000	Fs.250	Fs.250	None	$200, sellers
Queens Mines, Limited	400,000	25 cts.	25 cts.	None	18 cents
Jelebu Mining and Trading Company, Ld.	45,000	$5	$5	5 p. ct. half year end. 31-7-94 (coupon 9)	$12.25
Raub Australian Gold Mining Co., Limited	200,000	£1	16/10	1 s'ling. 51 cts., 10th div. on 15-1-00	$58, buyers
Olivers Freehold Mines, Limited	A 15,000	$5	$5	None	$3½
	B 45,000	$5	$4½		$3
Great Eastern and Cal. Gold Mining Co., Ld.	140,000	$4	$3	First year	50 cents
Do. Preferences	70,000	$1	$1		40 cents
DOCKS, WHARVES, &c.					
Hongkong and Whampoa Dock Co., Limited	12,500	$125	$125	5p.ct.&12p.ct. bonus for ½year ended 31-12-99	520 p. ct. pr.=$775 [sales and buyers
Hongkong and Kowloon Wharf and G. Co., Ld.	20,000	$50	$50	Final of 5 p. ct.=10 p. ct. for 1899	$86½
Wanchai Warehouse and Storage Co., Ld.	2,600	$100	$37½	Final of $1½=$3 for 1899	$54½, buyers
New Amoy Dock Co., Ld.	6,000	$6¼	$6¼	22 per cent. for 1899	$22, buyers
LANDS, HOTELS & BUILDG.					
Hongkong Land Investment & Agency Co., Ld.	50,000	$100	$50	Final of $3½=$6 for 1899	$138, sales
Kowloon Land & B. Co.	6,000	$50	$30	$1½ for 1899	$25½, sellers
West Point Building Company, Limited	12,500	$50	$50	Final of $1.15=$1.90 for 1899	$48
Hongkong Hotel Company, Limited	12,000	$50	$50	10 p. ct. for half year ended 31-12-99	$125, sales
Humphreys Est. & Fin. Co.	55,000	$10	$10	5 per cent. for 1899	$10½, buyers
COTTON MILLS.					
Ewo Cotton, Spinning and Weaving Co., Ld.	17,500	Tls100	Tls100	3½ p. ct. for period ending 31-10-97	Tls. 60
Internatnl. Cot. M'fg. Co., Ld.	10,000	Tls100	Tls100	3 p. ct. on account '98	Tls. 60
Laou-kung-mow Cotton Spin. & Weav. Co., Ld.	8,000	Tls100	Tls100	4 p. ct. on account '98 on 6,000 shares	Tls. 60
Soy Chee Cotton Spinning Company, Ld.	2,000	Tls500	Tls500	4 p. ct. for period ending 31-12-97	Tls. 375
Yahloong Cot. Spin. Co., Ld.	7,500	Tls100	Tls100	None	Tls. 50
Hongkong Cotton Spin., Weav. & Dye. Co., Ld.	12,000	$100	$100	None	Tls. 37, sellers
MISCELLANEOUS.					
Green Island Cement Co.	50,000	$10	$10	10p.c. for 1'9 on o. Capt	$21½
China Borneo Co., Ld.	7,500	$20	$15	None	$20, buyers
A. S. Watson & Co., Ld.	60,000	$10	$10	Final of 6 p. ct. making 11 p. ct. for '99	$16, sellers
Hongkong Electric Co., Ld.	30,000	$10	$10	60 cents on 10-7-99	$11.85, sales
	30,000	$10	$2		$2.10
Hongkong and China Gas Company, Limited	7,000	£10	£10	Final of 4 p. ct.=8 p. ct. for 1898	$127
Hongkong Rope M'fg. Co.	10,000	$50	$10	$10 for 1898	$170
Geo. Fenwick & Co., Ld.	6,000	$25	$25	15 per cent. for 1899	$48, sellers
Hongkong Ice Co., Ld.	5,000	$25	$25	Final of $10,=$12 for '99	$165, sales
Hongkong High-Level Tramways Co., Ld.	1,250	$100	$100	$12 for year ended 30-11-99	$165, buyers
Dairy Farm Co., Ld.	10,000	$7½	$6	6 p.ct. for yr. end. 31-7-99	$8½, buyers
Carmichael & Co., Ld.	2,000	$25	$20	$1 for 1899	$8
Hk. & China Bakery Co., Ld.	600	$50	$50	15 per cent. for 1899	$50
Campbell, Moore & Co., Ld.	1,200	$10	$10	12 per cent. for 1898	$16, buyers
Bell's Asbestos E. Agcy., Ld.	10,000	£1	£1	None	$1¼, buyers
United Asbestos Oriental Agency, Limited	3,000 ordy.	$10	$4	None	$8½
	100 fndrs.	$10	$10		$11, buyers
Tebrau Planting Co., Ld.	10,000	$5	$5	None	$5, sellers
	10,000	$5	$4		$3
China Provident Loan & Mortgage Co., Ld.	50,000	$20	$10	80 cents for period ending 31-12-99	$9.90, sellers
	50,000	$20	$10		$9.90, sellers
Watkins, Limited	1,0000	$10	$10	8 per cent. for 1899	$10½, sellers

PEERLESS SCOTS WHISKIES.

OF

HAIG & HAIG, LD., DISTILLERS SINCE 1679.

3 Star, SPECIAL—The finest of all "Peg" WHISKIES at $13.00
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at $19.00
Stop drinking rank, Smoky Stuff, because "it comes through the SODA."—
Try HAIG & HAIG'S WHISKIES: pure, mellow, matured, non-smoky, delicate flavoured.
Once tried, preferred to all others. Sole Agents for Hongkong.

F. BLACKHEAD & Co.

1615]

FOR SALE.

JEFFREY'S 16 and 12 BORE GUNS.
ALTRO GUNS for Wild Fowl and Small Game.
WINCHESTER CARBINES.
MAUSER AUTOMATIC PISTOL.
Smith and Wesson 32 and 38 CAL. REVOLVERS.
SMOKELESS POWDER and all kinds of Sporting Requisites.

WM. SCHMIDT & CO., Beaconsfield Arcade.
Hongkong, 7th March, 1900. 1213

SPECIAL ARTICLES.

Now appearing weekly in the *Hongkong Daily Press*, a Series of Special Articles, entitled,
"THE NAVY AND THE EMPIRE,"
by W. LAIRD CLOWES
(*Author of "The Royal Navy," &c.*)

THE Writer is a well-known authority on Naval Affairs and the articles will consequently be read with special interest at this period.

The two following heads remain to be dealt with:—
THE WEAPONS OF THE NAVY.
THE FUTURE OF THE NAVY.

Hongkong, 3rd May, 1900. [1348

AMERICAN PORTABLE WOODEN HOUSES

THE Undersigned have been appointed AGENTS, and are prepared to accept orders for a variety of designs.
Particulars on application to—
WOODS & CO.,
4, Queen's Road Central.
Hongkong, 17th April, 1900.

APIOL & STEEL PILLS for Ladies.
A Remedy for all Irregularities.
Superseding Bitter Apple, Pennyroyal, Pil Cochia, &c.
Sold by
A. S. WATSON & CO., LTD., HONGKONG.
Proprietors
MARTIN, Chemist, SOUTHAMPTON, ENGLAND
3130

FOR SALE.

CHAS. HEIDSIECK'S
CHAMPAGNE, 1893 WHITE SEAL
$38.00 ......per case of 1 dozen quarts
$40.00 ......per case of 2 dozen pints.
E. D. KRESSMANN & CO.'S
RED AND WHITE
BORDEAUX WINES.
C. G. HIBBERT AND CO.'S
BOTTLED ALE & STOUT
SIEMSSEN & CO.
Hongkong, 5th May, 1899. [40

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 12th JUNE, P.M.

STATION.	Hour.	Barometer reduced to sea level and 32° Fahr.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
V'divostock	2 p.	—	—	—	—	—	—
Tokyo	"	29.71	—	—	s	4	—
Kochi	"	29.70	—	—	sw	2	—
Nagasaki	"	29.83	—	—	w	4	—
Kagoshima	"	29.83	—	—	w	6	—
Taihoku	1 p.	29.85	—	—	s	6	—
Taichu	"	29.81	—	—	sw	4	—
Tainan	"	29.84	—	—	sw	6	—
Koshun	"	29.88	—	—	s	4	—
Pescadores	"	29.85	—	—	s	4	—
Gutzlaff	3 p.	29.87	72	85	se	3	cv
Sharp Peak	"	29.73	79	91	—	0	o
Amoy	"	29.76	79	91	s	2	r
Swatow	"	29.79	79	—	sw	4	or
Canton	"	29.74	83	83	nw	1	c
Hongkong	4 p.	29.74	80	87	sw	2	op
Vic'tia Peak	"	—	—	—	sw	6	—
Gap Rock	"	29.74	—	—	wsw	4	—
Macao	"	29.74	81	—	sw	1	or
Haiphong	1 p.	—	—	—	—	—	—
Manila	4 p.	29.80	88	72	wsw	2	o
Malate	3 p.	—	—	—	sw	1	c
Bacolod	"	—	—	—	—	0	o
Iloilo	"	29.81	90	—	w	3	c
Cebu	"	29.83	88	—	sw	1	b
C. S. James	"	—	—	—	sw	2	c
13th JUNE, A.M.							
V'divostock	7 a.	—	—	—	—	—	—
Tokyo	10 a.	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Taihoku	5 a.	29.66	—	—	—	0	—
Taichu	"	29.66	—	—	s	2	—
Tainan	"	29.67	—	—	se	2	—
Koshun	"	29.71	—	—	—	0	—
Pescadores	"	29.67	—	—	s	4	—
Gutzlaff	9 a.	29.69	73	100	sse	2	om
SharpPeak	"	29.67	78	89	ese	1	o
Amoy	"	29.71	78	91	sw	2	c
Swatow	"	—	—	—	—	—	—
Canton	"	—	—	—	—	—	—
Hongkong	10 a.	29.75	83	79	wnw	1	b
Vict'ia Peak	"	—	—	—	sw	2	—
Gap Rock	"	29.75	—	—	wsw	4	—
Macao	"	29.74	88	—	sw	1	c
Haiphong	7 a.	—	—	—	—	—	—
Manila	10 a.	29.88	84	77	w	1	o
Malate	9 a.	—	—	—	sw	2	c
Bacolod	"	—	—	—	—	0	—
Iloilo	"	29.89	86	—	w	2	c
Cebu	"	29.90	85	—	sw	1	c
C. S. James	7 a.	—	—	—	sw	2	c

On the 12th at 11.55 a.m. The barometer has fallen rapidly on the E. coast of China, owing to a depression which seems to be moving Eastwards along the Yangtsze. Gradients moderate for S.W. winds in S. China and the N. part of the China Sea. Forecast:—Moderate W. winds; fine.

HONGKONG REGISTER.

	Previous day 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.74	29.75	29.68
Temperature	80	83	84
Humidity	87	79	68
Direction of wind	SW	WNW	SW
Force	2	1	1
Weather	op	b	bo
Rain	—	0.60	—

Highest open air temperature on the 12th 84
Lowest open air temperature on the 12th 75

Hongkong Observatory, 13th June.

MESSRS. FALCONER CO.'S REGISTER, 11th June.

Barometer 9 A.M. ...29.82 Therm. 9 A.M. (Wetbulb) 76
Barometer 1 P.M. ...29.80 Therm. 1 P.M. (Wetbulb) 77
Barometer 4 P.M. ...29.76 Therm. 4 P.M. (Wetbulb) 77
Thermom, 9 A.M. ... 79 Therm, Maximum 79
Thermom, 1 P.M. ... 79 Therm, Maximum over-
Thermom, 4 P.M. ... 79 night 78

14th to the 20th June, 1900.

Day of Week.	Day of Month.	High Water Hongkong Mean Time (h. m.)	High Water Height (ft. in.)	Low Water Hongkong Mean Time (h. m.)	Low Water Height (ft. in.)
Thurs	14	m 8 51	5 8	m 2 27	0 9
		11 10 a	1 11	4 22 a	—2 3
Fri.	15	m 9 30	5 9	m 3 7	0 0
		11 50 a	2 0	6 4 a	—2 8
Sat.	16	m 10 24	5 7	m 3 40	0 0
				5 48 a	—2 2
Sun.	17	m 0 32	2 1	m 4 34	0 10
		m 11 15	5 2	6 33 a	—1 10
Mon.	18	m 1 17	2 2	m 5 28	0 11
		0 10 a	4 7	7 20 a	—1 5
Tues.	19	m 2 5	2 5	m 6 32	1 1
		1 10 a	3 10	8 0 a	—0 10
Wed.	20	m 2 53	2 8	m 8 8	1 1
		2 29 a	3 2	9 0 a	—0 4

TO LET.

TO LET.

"HARFORD."—MAGAZINE GAP.
13, PRAYA CENTRAL. Rooms on 2nd Floor.
5, RIPON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 9th May, 1900. [61

TO LET.
From the 1st July.

NOS. 5, 7 & 9, ZETLAND STREET. Suitable for Offices and Dwellings, together with the use of a Godown if required.
For particulars apply to—
MESSRS. DAVID SASSOON, SONS & CO.
Hongkong, 15th May, 1900. 1778

TO LET.

SUITE of OFFICES, OLD PRAYA CENTRAL. Immediate Possession.
Apply to
CHACO.
Care of *Daily Press* Office.
Hongkong, 4th April, 1900. [1055

TO LET.

"NULLAH SIDE," BONHAM ROAD, from 1st July next.
Apply to—
J. R. MICHAEL.
Hongkong, 30th May, 1900. [1620

TO LET.

EUROPEAN RESIDENCE, 166, QUEEN'S ROAD East. Open to sea breeze.
Apply to—
N. MODY & CO.
Hongkong, 31st May, 1900. 1627

TO LET.

A FURNISHED HOUSE at MORRISON HILL, on or about 1st prox.
For particulars, apply to the undersigned.
C. H. GRACE.
4, Morrison Hill.
Hongkong, 2nd May, 1900. [1340

BOARD and APARTMENTS at Kowloon for Married or Single.
Apply—
"BERYL."
Garden Road, Kowloon.
Hongkong, 6th June, 1900. 1674

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. J. H. Aitken, Mrs. Angus, Mrs. G. W. Appleby, Mr. W. S. Bailey, Mr. & Mrs. O. M. D. Bell, Com. Blackburn, R.N., Dr. Bowers, Mr. J. W. Brown, Mr. Claude Browne, Capt. J. Byron and servant, Mr. H. B. Carter, Dr. & Mrs. F. Clarke, Mr. P. C. Denroche, Mr. J. Dick, Mr. G. M. Dispombe, Miss Drum, Mr. A. H. Duffner, Mr. and Mrs. Ellerton, Mr. H. G. C. Fisher, Mr. and Mrs. Fontaine, Mr. Genge, Capt. Goddard, Mr. H. C. Graver, Jr., Mr. Thos. Howard, Mr. & Mrs. Joseph, Mr. E. A. Katech, Mr. & Mrs. F. Kiene, Mr. Kinghorn, Mr. J. Kirkwood, Dr. Lacazo, Mr. A. R. Lewis, Mr. L. A. Lovy, Mr. & Mrs. W. M. Long, Mr. Hy. Loy, Mr. R. J. Macgowan, Mr. J. S. Mallery, Mr. L. Marcenaro, Mr. R. R. Martin, Mr. J. Y. Mayston, Mr. Alex McEwan, Mr. & Mrs. E. McLeod, Mr. D. E. Mead, Mr. O. S. Mesa, Mr. Geo. Mudge, Mr. E. O. Murphy, Mrs. A. W. Newton, Mr. Van Nierop, W. Parfit, Mr. J. Reeves, Mr. S. J. Robins, Mr. Geo. G. Shaw, Mr. H. Simmins, Mr. D. A. Smith, Mr. H. T. Smith, Mr. W. W. Smith, Mr. N. Snow, Mr. T. C. Stafford, Mr. G. R. Stevens, Mr. John Weir, Mr. W. J. G. Whiley, Mrs. & Miss Whiley, Mrs. Williard, Mr. and Mrs. Werfeld.

PEAK HOTEL.

Mr. R. D. Anderson, Mr. H. F. R. Brayne, Mr. A. Bryson, Mr. Arthur R. Carrel, Capt. A. C. Clarke R.N., Mr. G. H. Dann, Mr. W. Davis, Mr. J. S. Ezekiel, Mr. A. Forbes, Lt.-Col. A. R. Fraser, Mr. H. H. Gompertz, Colonel The O'Gorman, Mr. D. M. Graham, Major W. Waudby Griffin, R.A., Mr. Edward F. Gros, Mr. J. Hays, Mr. Hindekooper, Mr. H. U. Jeffries, Major G. R. St. John, Mr. R. Fleming-Johnston, Mr. J. E. Lee, Mr. and Mrs. R. Lemke, Mr. R. Martin, Mr. C. Gordon Mackie, Major & Mrs. Morris, Mr. R. Mitchell, Mr. Stuart G. Nowall, Mr. H. E. Oakley, Miss Oakley, Mr. H. E. Pollock, Capt. H. V. Prynne, Major C. W. Reily, Capt. & Mrs. Percy Scott, Mr. A. Sinclair, Mr. Murray Stewart, Mr. A. P. Stokes, Mr. G. L. Tomlin, Mr. and Mrs. Malcolm Watson.

CRAIGIEBURN.

Mrs. Arthur Anderson, Miss Anderson, Miss B. Anderson, Mrs. M. L. Andrew and son, Mr. Arthur Benns family, Rev. Francis Flynn, R.N., Mr. D. R. Law, Mrs. Law and daughter, Mr. E. T. McCarthey, Mrs. McCarthey and daughter, Mr. and Mrs. W. Newton, Mr. & Mrs. W. Newton, Mr. C. C. Skottowe, Consul Volpicelli, Madame Volpicelli.

THE WAVERLEY HOTEL

Capt. and Mrs. H. C. D. Frampton, Mr. & Mrs. L. Knox, Mr. C. M. Lewis, Mr. and Mrs. H. McGill, Dr. J. C. Thomson, Mr. J. F. Wiesner, Mr. A. H. Woods, Mr. and Mrs. Wookey and two children.

CONNAUGHT HOUSE.

Capt. Parent André, Mrs. Bostwick, Dr. Ch. Broquet, Mr. J. Brownhill, Mr. Chaponlon, Inspecteur I. Escande, Mr. A. Hill, Mr. K. Ishihara, Dr. J. W. Kite, U.S.N., Mrs. J. W. Kito, Mr. C. L. Kuhn, Mrs. John Mercer, Mr. J. R. Mudie, Lieut. Louis Prud'homme, Mr. Vatcha, Mrs. A. H. Weare.

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS has the honour to announce that she has now REMOVED to GLENWOOD, 21, Caine Road, formerly known as Kingsclere; ten minutes from Clock Tower.
Hongkong, 10th February, 1900. [a47

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.
WM. PARLANE,
Manager.
Hongkong, 17th February, 1899. [89

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats, as FOUL WATER is the cause of much Sickness on board Ship.
We are the ONLY WATER BOAT COMPANY in HONGKONG EXCLUSIVELY supplying FILTERED WATER.
CALL FLAG W.
J. W. KEW & CO.,
STEAM WATER BOAT COMPANY.
Hongkong, 9th October, 1895. [1736

怡生號

YEE SANG & CO.,
COAL MERCHANTS
have always on hand
LARGE STOCKS EVERY DESCRIPTION OF COAL.
Address—Care of Messrs. KWONG SANG & Co.
No. 68, PRAYA [22

FOR SALE.

FIFTY YEARS OF PROGRESS.
THE JUBILEE of HONGKONG AS A BRITISH CROWN COLONY,
BEING AN
HISTORICAL SKETCH
TO WHICH IS ADDED AN ACCOUNT OF
THE CELEBRATIONS
OF
21ST TO 24th JANUARY, 1891.
AND A
DESCRIPTION OF THE INDUSTRIES OF THE COLONY.
Royal 8vo. 48 pages.
Price $1, Cash.
The Booksellers or *Daily Press* Office.
Hongkong, 27th January, 1891. [57

KOWLOON EXTENSION.

A NEW MAP of HONGKONG, KOWLOON and ADJACENT TERRITORIES shewing the Boundary under the New Convention, with the Towns, Villages, &c. Prepared from Authoritative Sources and Printed in Colours. Price $1.
To be had at Messrs. KELLY & WALSH, LD., *Daily Press* Office.
Hongkong, 28th October, 1898. 28

Printed and Published by ALFRED CUNNINGHAM for the Concerned, at 9, Praya Central, City of Victoria, Hongkong.